



THE ROTARY CLUB

Rare RX-4 and 13B twin-turbo-powered RX-8



BANZAI JAPANESE CARS

THE UK'S BEST-SELLING JAPANESE TUNING MAGAZINE

RWD R35

Street legal GT-R drift car puts down over 640bhp through the rear wheels alone

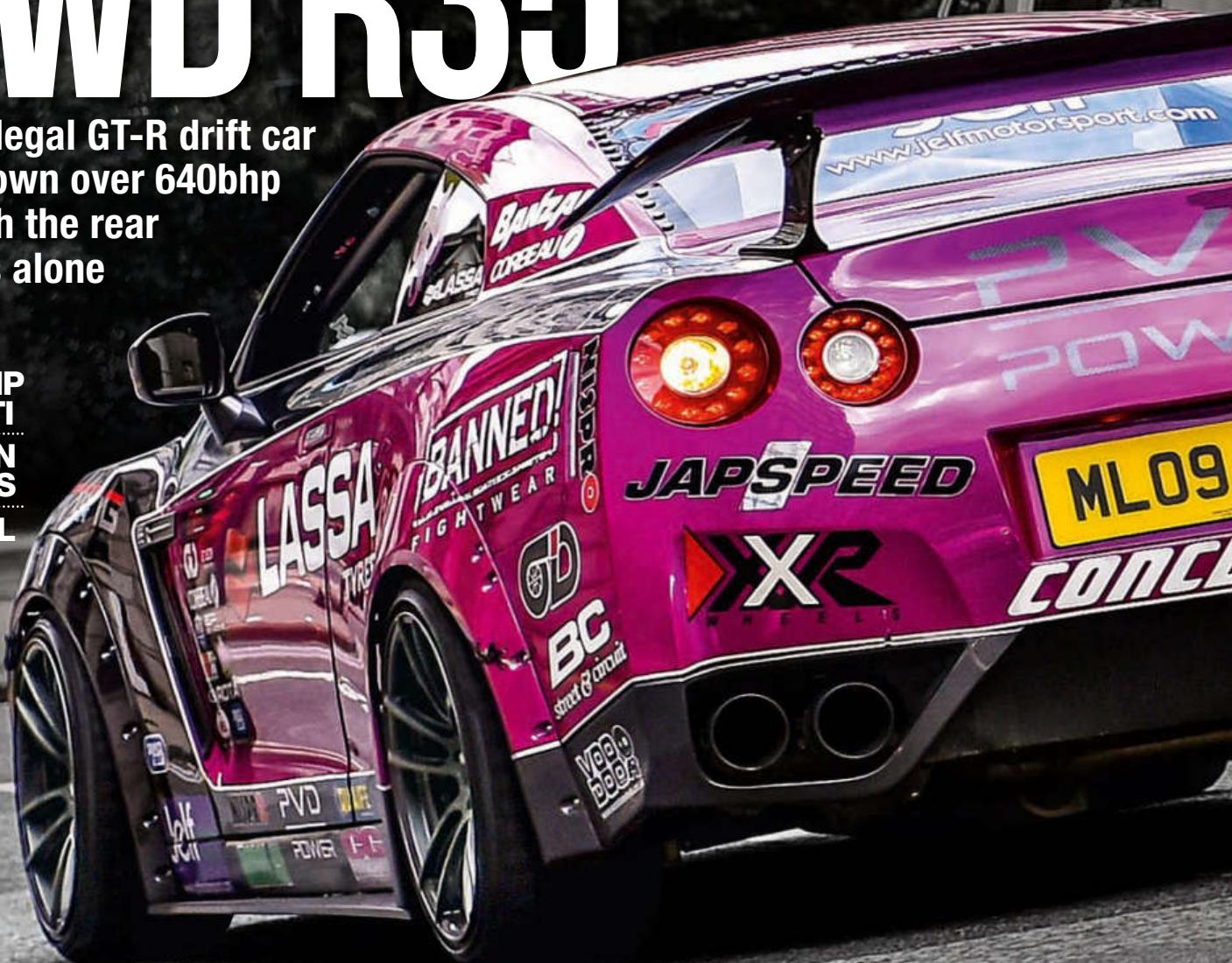
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**500+BHP
WRX STI**

**350Z ON
HYDROS**

**GATEBIL
& TRAX**

**show
reports**



SPOON S2000

The heavily fettled Honda that dominates on the race track



ABP MOTORSPORT

We share the passion!

Call our Sales Team Today

01270 567 177

HONDA Civic Type R FN2

ABP have developed a full range of tuning parts for the FN2 Civic Type R using our own development car. Testing on the Nürburgring we offer exclusive suspension, brake and performance parts that guarantee to bring your Type R alive! Who said the EP3 was better.....



EXHAUSTS

MILLTEK SPORT ABP exclusive cat-back stainless steel exhaust system.....	£499.00
These exclusive to ABP Milltek systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains.	
MILLTEK SPORT 3" round tailpipe trims	(pair) £125.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe	£630.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat	£770.00
O2 simulator (removes ECU light with race manifold fitted)	£70.50
PIPER Stainless steel cat-back exhaust system	£520.00
HKS Sport Muffler cat-back exhaust system (3" tailpipes & HKS trims)	£862.00

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty)	£41.00
K&N Apollo closed box air filter induction kit	£158.00
AEM Short Ram air induction kit (polished or red alloy intake pipe)	£169.00
POWERTEC Stainless steel air filter kit (including heat shield)	£49.00
PIPERCROSS Sports air filter kit (including heat shield)	£145.00
HKS Racing Suction Kit (Includes alloy intake pipe)	£365.00

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit	£150.00
These are the very best springs you can buy for the FN2. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides. Please call for fully fitted prices.	
EIBACH Pro-Kit -15mm lowering spring kit	£159.00
All the advantages of our -30mm kits but with less lowering!	
EIBACH Front adjustable camber bolts (essential on lowered cars)	£25.00
EIBACH Rear camber & toe shims (to get the very best handling)	(each) £8.50
KW Variant 1 coil-over suspension kit (fully adjustable ride height)	£879.00
KW Variant 2 coil-over suspension kit (fully adjustable height & rebound)	£1,069.00
KW Variant 3 coil-over suspension kit (fully adjustable height, bump & rebound)	£1,379.00
TEIN S-Tech lowering spring kit (Front -15mm Rear -20mm)	£228.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping)	£1,080.00
EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability)	£108.00
ABP Stage 1 Fast Road suspension geometry set-up (including camber bolts)	£135.00

This set up in ABP's workshop improves the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.

ABP Stage 2 Fast Road suspension geometry set-up (including bolts & rear shims)

£224.00

As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.

BRAKES

STOPTECH Fast Road Front brake pads	(set) £49.00
STOPTECH Front Sport Stop Grooved brake discs	(pair) £190.00
STOPTECH Rear Sport Stop Grooved brake discs	(pair) £145.00
POWERSLOT Front 350mm Big-disc conversion kit	£355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs.	
Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.	
STOPTECH Touring 300mm 4-POT Brake conversion kit*	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot caliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
STOPTECH BBK 328mm Brake caliper conversion kit*	£450.00
The legendary StopTech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy discs, calipers, pads, hoses and fitting kit. Choice of Black or Red calipers	
"EIBACH 15mm Pro-Spacer kit (required to fit StopTech brake kits behind OE Honda wheels)	£108.00
FERODO DS2500 Front high performance brake pads	£99.50
FERODO DS2500 Rear high performance brake pads	£92.50
EBC Red Ceramic Front high performance brake pads	£87.00
EBC Red Ceramic Rear high performance brake pads	£54.00
EBC Turbo Groove drilled & grooved front brake discs	(pair) £245.00
TAROX G88 40-Groove high performance front brake discs	(pair) £217.00
GOODRIDGE Stainless steel 6-line brake hose kit (including distribution blocks)	£175.00
MOTUL RBF600 High performance brake fluid (1/2 LT)	£15.50
FOLIATEC Caliper paint kit (various colours)	£24.90

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

OTHER ITEMS

HKS Iridium spark plugs (set 4)	£82.00
PIAA Headlight bulb upgrade kits (Set of 6 bulbs - sidelight, dip & main beam)	from £95.00
YOKOHAMA 225/40X18 PARADA Spec 2 tyre	£125.00
YOKOHAMA 225/40X18 ADVAN NEOVA AD08 tyre (ultimate track day tyre)	£169.00
YOKOHAMA 225/35X19 Advan Sport OE tyre	£215.00

SERVICING FOR FN2 & EP3 TYPE R

ABP offer a full range of servicing to HONDA specification which will not affect the manufacturer's warranty.	
12 month / 12,500 mile service to HONDA spec including all parts & Labour	£119.00
24 month / 25,000 mile service to HONDA spec including all parts & Labour	£198.40
36 month / 37,500 mile service to HONDA spec including all parts & Labour	£154.00
48 month / 50,000 mile service to HONDA spec including all parts & Labour	£198.40
60 month / 62,500 mile service to HONDA spec including all parts & Labour	£119.00
72 month / 75,000 mile service to HONDA spec including all parts & Labour	£385.00

All of our services include MOTUL fully synthetic oil, Honda oil & air filters & NGK spark plugs. Cars are serviced to exact HONDA specification and service books are stamped maintaining the warranty. If cars are fitted with performance air filters above prices will be reduced accordingly.



ABP MOTORSPORT - Your One Stop Tuning Shop

- Modern easy to find premises
- Established for over 45 years
- Fully equipped on-site workshop
- Easy access of the M6 (J16)
- Large parking facilities
- Passionate staff
- Fast mail order
- 1st class customer service
- Excellent product availability
- Competitive prices

Please phone if your car is not listed, as only a small range of our parts are listed

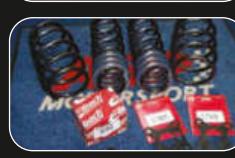
- Mail Order • Retail Tuning Shop
- Workshop Fitting Service • MOT
- Servicing • Repairs & Tuning

HONDA Civic Type R EP3

ABP purchased an EP3 Type R back in 2001 with the sole aim of developing a full range of tuning parts. We offer exclusive ranges of suspension, brake and performance parts that we believe are the very best available. 10 years on the EP3 is still a great car and more affordable than ever so with a few choice mods the tuning world is your oyster...



ALL PRICES INCLUDE VAT



EXHAUSTS

PIPER ABP exclusive Single-box cat-back stainless steel exhaust system.....	£349.00
These exclusive to ABP Piper single silencer systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains.	
PIPER Twin box cat-back stainless steel exhaust system As above but with 2 silencers – same power with less sound!	£399.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe	£498.00

Independent rolling road tests show an incredible increase of +22BHP using a PIPER manifold, de-cat and exhaust system on the EP3 Type R!

DC SPORTS Stainless steel SCS cat-back exhaust system (4" round tip)	£430.00
DC SPORTS Stainless steel SHORTY exhaust manifold (uses original cat)	£375.00
DC SPORTS Stainless steel RACE exhaust manifold (removes catalyst)	£395.00

All DC Sports items are beautifully crafted in polished stainless steel and offer fantastic looks and power gains. The SCS system comes with a removable silencing baffle ideal for track days.

O2 simulator (removes ECU light with race manifold fitted)	£70.50
HKS Hi Power 409 cat-back exhaust system (120mm angled tailpipe)	£471.00
Stunning JAP style exhaust system with removable silencing baffle and polished 120mm tailpipe	
SUPERSPRINT Stainless Steel straight through B-pipe	£204.00
ENERGY SUSPENSION Up-rated engine mount insert bush kit	£26.00

Essential when using any modified exhaust manifold. These also aid traction & prevent wheel hop.

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty)	£49.00
K&N 57i Air filter kit	£109.00
K&N Typhoon air filter induction kit (wrinkle red finish intake pipe)	£150.00
AEM Cold Air Induction kit (filter relocated behind front bumper) +15BHP	£245.00
AEM V2 Air Filter Induction kit (Unique dual plenum intake pipe) +18BHP	£265.00

Intake kits make a massive difference to the EP3 Type R offering anything up-to+18BHP power gains. Choosing the right combination of exhaust system and filter kit can add up-to+25 BHP power improvements!

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit	£150.00
These are the very best springs you can buy for the EP3. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides.	
EIBACH Pro-Kit -15mm lowering spring kit - All the advantages of our -30mm kits but with less lowering!	£159.00
EIBACH Front adjustable camber bolts (essential on lowered cars)	£25.00
EIBACH Rear fully adjustable camber arms (to get the very best handling)	(pair) £13.00

BILSTEIN B4 Shock absorber kit (front & rear shocks)

(set 4) £385.00

BILSTEIN B8 Sports shock absorber kit (front & rear shocks)

(set 4) £655.00

BILSTEIN are arguably the World's best shock absorber, developed on the Nürburgring they offer fantastic chassis control without the extremes of coil-setups. Simply the best real World suspension solution.

TEIN S-Tech lowering spring -20mm

£228.00

TEIN BASIC coil over suspension kit (adjustable height only)

£708.00

TEIN Superstreet coil over kit (adjustable height & damping)

£804.00

TEIN Superstreet coil over kit with upper mounts (adjustable height & damping)

£1,080.00

EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability)

£108.00

JDM Rear Anti Roll Bar (including bushes)

£102.50

E-TECH front wide-bar lightweight alloy strut brace

£170.00

ABP Fast Road suspension geometry set-up (including front camber bolts)

£155.00

This set up in ABP's workshop improves the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

BRAKES

STOPTECH Fast Road Front brake pads (set)	£150.00
STOPTECH Fast Road Rear brake pads (set)	£38.00
STOPTECH Front Sport Stop Grooved brake discs (pair)	£190.00
STOPTECH Rear Sport Stop Grooved brake discs (pair)	£140.00
POWERSLOT Front 350mm Big-disc conversion kit	£355.00

Kit uses original caliper and offers superior looks & braking with excellent 350mm discs. Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.

STOPTECH Touring 300mm 4-POT Brake conversion kit*

£995.00

These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot caliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!

EIBACH 15mm Pro-Spacer kit* (required to fit Touring behind OE Honda wheels)

£1,450.00

The legendary StopTech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy discs, calipers, pads, hoses and fitting kit. This kit fits behind the original Honda 17" alloy. Choice of Red or Black calipers.

FERODO DS2500 Front high performance brake pads

£99.50

FERODO DS2500 Rear high performance brake pads

£91.50

EBC Red Ceramic Front high performance brake pads

£87.00

EBC Red Ceramic Rear high performance brake pads

£58.00

EBC Turbo Groove drilled & grooved front brake discs

(pair) £245.00

TAROX G88 40-Groove high performance front brake discs

(pair) £217.00

GOODRIDGE Stainless steel 6-line brake hose kit (zinc plated unions)

£62.00

MOTUL RBF600 High performance brake fluid (1/2 LT)

01270 567 177

NEXT DAY DELIVERY

PHONE TODAY FOR NEXT DAY DELIVERY* or WHY NOT CALL INTO OUR SHOWROOM TO COLLECT OR LET US FIT THE PARTS FOR YOU IN OUR FULLY EQUIPPED ON-SITE WORKSHOP

* Orders must be placed before noon and are only available on stock items (excluding Sunday). Please phone for postage prices on your order.

EXPORT ORDER ARE WELCOME ~

Orders can be placed by phone with a credit/debit card for immediate despatch. Postal orders and cash are also acceptable.

At ABP full security checks are made to ensure the validity of the credit card holder. All attempted credit card frauds are reported to the police.

www.abpmotorsport.co.uk

~ ALL PRICES INCLUDE VAT ~

We reserve the right to change prices in accordance with certain manufacturers. Rights of cancellation details supplied. Prices are correct at time of going to print. E&OE.

STOPTECH
HIGH PERFORMANCE BRAKE SYSTEMS

ABP are an official UK importer of STOPTECH brakes and offer the full range of high performance brake pads, brake discs and the AWESOME caliper conversion kits. Used extensively in Time Attack series cars these kits are reputed to be the best available. Full range of 4 & 6 pot kits available for most Japanese cars please call for prices to make your car STOP!

STOPTECH high performance brake pads	from £38
EVO 5-9 & Impreza STI FRONT & REAR brake pad set	£118
STOPTECH High performance grooved brake discs	from £140
Mitsubishi EVO 5-9 Front grooved brake discs	£225
Mitsubishi EVO 5-9 Rear grooved brake discs	£195
Honda Civic Type R FRONT & REAR grooved brake disc kit	£330
STOPTECH Big Brake Caliper conversion kits	from £995
Honda Civic Type R EP3 & FN2 Touring kit (300mm)	£995
Honda Civic Type R EP3 & FN2 (4-pot 328mm)	£1,450
Mitsubishi EVO 7-10 (4-pot & 6-pot kits)	from £1,550
Nissan Skyline R32, 33, 34 (4-pot & 6-pot kits)	from £1,550

Full range available for Honda, Lexus, Mazda, Nissan, Subaru & Toyota

AEM
ENGINEERED TO OUTPERFORM

AEM offer the very best intake kits for your Japanese car. AEM lead the way in air filter technology and now use the revolutionary DRYFLOW filter units. ABP are an official AEM importer dealing directly with the manufacturer!

- Massive Range stocked
- Excellent power gains
- Call for prices

Cold Air Intake Kits	
Honda Integra Type R DC2	£269.00
Honda Integra Type R DC5	£255.00
Subaru Impreza inc. STI (2001 on)	£262.00
Subaru Impreza inc. STI (2008 on) +30BHP	£255.00
Mazda MX5 (2006 on)	£275.00
Mitsubishi EVO 10 +16BHP	£275.00
Short Ram Intake Kits	
Mitsubishi EVO 7, 8, 9 (inc. heat shield)	£235.00
Nissan 350Z (inc. heat shield)	£315.00
Subaru Impreza inc. STI (2001 on)	£169.00
V2 Dual Plenum Air Intake Kits	
Honda S2000	£275.00
Honda Civic Type R EP3 & DC5 Integra	£265.00



ABP are official importers UK importers of DC Sports products direct from the USA. Products include ceramic coated & stainless steel exhaust manifolds and stainless steel exhaust systems. DC Sports Exhaust Manifolds

Honda Civic Type R EP3 Stainless Steel Race manifold - (These fully polished manifolds also remove the catalyst)	£395.00
Nissan 350Z Ceramic Coated tubular sports manifolds (pair)	£475.00
Mitsubishi EVO 5-9 Large Bore Stainless Steel Race Manifold	£399.00
DC Sports SCS Stainless Steel Exhaust Systems	
Honda Integra Type R DC2	£399.00
Honda Integra Type R DC5	£430.00
Honda Civic Type R EP3 (inc. removable baffle)	£430.00
Mitsubishi EVO 7, 8 & 9	£449.00
Nissan 350Z (Sounds like a 911 Race car!)	£699.00
Subaru Impreza (2002 on) inc. STI & WRX	£425.00

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE



EIBACH produce the Worlds finest springs with quality second to none. Not only do they improve the looks of the car but they also offer better handling with improved ride quality. ABP offer the full range of EIBACH suspension products available including lowering spring kits, suspension kits, alignment products and wheel spacer kits. PLEASE CALL



ABP can supply and fit the full range of HKS tuning products from Japan. HKS offer some of the finest quality tuning parts available in the World. Products available include sports air filter kits, sequential dump valve kits, iridium spark plugs, exhaust systems, intercoolers, boost controllers, suspension, cams, electronics and more. PLEASE CALL



ABP stock the full range of PIAA products including bulbs, silicon wiper blades, lamps and vision products. PIAA produce a massive range of lighting products to suit all application and they are used extensively in motorsport throughout the World. Don't confuse PIAA bulbs with the cheaper brands out there PIAA are THE BEST.

- LED Sidelight bulbs from £24.50
- Headlight bulbs from £35.00
- Silicon wipers from £21.50



We offer the full range of TEIN suspension to suit all needs & budgets. TEIN offer kits to suit road, track day, drift or competition use. Choose from a lowering spring kit to a fully adjustable coil over kit with adjustable alloy top mounts. Kits available for Honda, Lexus, Mazda, Mitsubishi, Nissan, Subaru & Toyota.

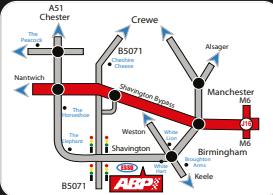
- Lowering Springs from £155
- Coil-Over Kits from £660



TAROX G88 40 Groove brake discs offer awesome braking performance under the most extreme conditions. Unique heat treatment process makes these one of the strongest discs available. Full range of uprated brake discs, brake pads and big caliper conversion kits available for most Japanese cars. PLEASE CALL

Fast Road brake pads from £49.00
G88 40 Groove brake discs from £159.00
TAROX big brake caliper kits from £1,250

How to find us



ABP Motorsport
416 Newcastle Road, Shavington,
Crewe, Cheshire CW2 5EB
Fax 01270 568177
sales@abpmotorsport.co.uk

Opening Hours
Mon-Fri 8.30am - 6.00pm
Sat 9.00am - 3.00pm

WORKSHOP FITTING SERVICE

Our fully equipped modern workshop allows us to carry out a full range of servicing, maintenance & performance modifications in-house. Staffed by fully qualified enthusiastic technicians trained to the highest standards we are able to skillfully fit, set-up, tune and optimise any modifications to get the best out of your car – This is our passion! From regular manufacturer spec servicing, MOT testing, performance tuning & chassis development to full on track day preparation we can offer the complete service.



ABP's workshop carries Cheshire County Council Trading Standards approval assuring you of the highest quality and 1st class customer service. ABP achieved Trading Standards first perfect 100% mystery shop result in August 2010.

ABP were awarded CAT magazines coveted title of National Garage of the Year in both 2010 and 2011. An award we all take very seriously and testament to our very high standards.

- Performance Parts Installation
- Manufacturer Spec Servicing
- Suspension Fitting Specialists
- Wheel alignment & Suspension Geometry
- Maintenance & Repairs
- MOT Testing Station
- Customer Supplied Parts Fitted
- Clutch fitting
- Cam / Timing Belts Replaced
- Fully Skilled & Experienced Staff
- Trading Standards Approved
- National CAT Garage of the Year 2010 & 2011



SERVICING AND MAINTENANCE

We offer a full servicing & maintenance service to our customers. ABP Service all cars to manufacturer specification therefore maintaining warranties & correct service history!

The advantages our service gives you over & above the dealers (or dealers!) are:

- Enthusiastic passionate staff
- Guaranteed level of personal service
- Full range of services including modifications
- Competitive Labour prices
- All makes / models worked on
- No problems with imports
- One-Stop tuning shop

Full range of servicing / maintenance available including timing belts, clutches, brakes, suspension & steering work. Please phone with your exact requirements and we will be happy to advise and give competitive prices.

WHEEL ALIGNMENT & SUSPENSION GEOMETRY

- Vague Steering?
- Steering wheel miss-aligned?
- Excessive or uneven tyre wear?
- General poor handling?



Lots of Japanese cars have fully adjustable wheel alignment, castor adjustment & camber adjustment both front and rear. Manufacturer's geometry specifications allow for very generous tolerances which can lead to poor handling, excessive tyre wear, vague steering feel and even reduced MPG!

ABP can 'blueprint' your suspension geometry settings allowing you to benefit from maximum steering response & improved grip along with improved tyre life and increased economy. We have the latest computerised 4-wheel alignment equipment and are able to optimise the geometry settings on your car.

ABP can also offer unique FAST ROAD settings for many cars offering improved handling and turn in by introducing more extreme alignment practices. We can also set your geometry up to your own individual spec for track use or drifting etc.

Please phone for exact prices on your car & prepare to feel the differences immediately.

Examples

Full suspension 4-wheel alignment check and report (no adjustment)	£55.00
Front Wheel Alignment check & adjust	from £35.00
Front & Rear Wheel Alignment check & reset	from £75.00
Subaru Impreza Turbo / STi / WRX & Mitsubishi EVO 5-10	£135.00

Check and reset front & rear Wheel Alignment & Camber angles to Fast Road spec

HONDA S2000 Check and reset front & rear Wheel Alignment; Camber and Castor angles to Fast Road or Honda spec... £140.00

Honda Civic Type R EP3 ABP Fast Road suspension geometry set-up (Including front camber bolts) £155.00

This set up includes supplying & fitting adjustable front camber bolts, reset the front & rear Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling and reduced tyre wear!

Honda Civic Type R FN2 ABP Stage 1 Fast Road suspension geometry set-up (Including camber bolts) £135.00

This set up includes supplying & fitting adjustable front camber bolts, reset the front Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling.

Honda Civic Type R FN2 ABP Stage 2 Fast Road suspension geometry set-up (Including bolts & rear shim kit) £224.00

As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.

SUSPENSION AND LOWERING

ABP can provide various levels of suspension tuning for all Japanese vehicles. We offer a full fitting service on over 7 manufacturers lowering spring options, numerous sports shock absorbers and many complete adjustable suspension kits including fully adjustable coil-over kits.

Spring kits available from EIBACH, TEIN, SPAX, H&R, GMAX, KW and Pi

Shock Absorbers available from KONI, BILSTEIN, KW, SPAX and EIBACH

Suspension kits available from EIBACH, KONI, BILSTEIN, TEIN, KW, H&R, SPAX & GMAX

Lowering spring kits supplied & fitted from £295.00

Sports suspension kits supplied & fitted from £445.00

Fully adjustable coil-over suspension kits supplied & fitted from £820.00

Phone ABP for a price on either lowering or making your car 'Really Handle!'

FITTING PRICES

ABP can fit all of the parts that we sell and we are also happy to fit customer provided parts in our workshop.

Here are some general fitting prices for our workshop:

Sports exhaust systems fitting from £55.00

Performance air filter induction kits fitting from £55.00

Brake discs & pads fitting from £82.50

Clutch kits fitting from £165.00

Big Brake conversion kits fitting from £110.00

Pre / Post Track day check-over from £55.00

Suspension kit fitting from £165.00

Please phone ABP's workshop on 01270 567177 for accurate prices on fitting parts to your car or to arrange a workshop booking time.

ALL CARS CATERED FOR – PLEASE CALL

All labour prices do not allow for seized, broken or damaged components on your car.

CONTACTS:

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 sales@xenonuk.co.uk
WWW.XENONTUNING.CO.UK



£151.50

comes with
 new BOSCH LSU 4.9 sensor



AEM's legendary Digital Wideband O2 AFR UEGO Gauge is a wideband UEGO air/fuel ratio controller (AFR) and gauge in one. It unites accuracy, speed and control with an easy to read, digital LED display and sweeping LED "needle" that changes colors as AFR changes from rich to lean. Part # 30-4110

VERSION 2 Water / Methanol injection kit 30-3300

Water/methanol injection for gas engines is a proven means for effectively reducing engine inlet air temperatures and suppressing harmful detonation on forced induction and high performance naturally aspirated race engines.

£341.00



"TRU BOOST"
 Electronic Boost Controller
£222.00



WIDEBAND
 AIR/FUEL/BOOST gauge
£218.00



Analog Gauge AFR
 Wideband UEGO Controller
£168.00



Universal Adjustable Fuel
 Pressure Regulator
£96.50



4-Channel Wideband
 Air/Fuel UEGO Control
£670.00



Customer Support 24 HOURS 7 DAYS A WEEK

FREE 24 HOUR OVERNIGHT DELIVERY BY express
 Ships on the same day. Valid for orders paid till 17:00 UK time.



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INTRO



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Well, where do I start? First of all, I better introduce myself. I'm Simon, the new editor of *Banzai* and I'll be taking over the reigns from where Andy left off, so welcome to the new issue. Mr Basoo has done a great job with the magazine over the last few years and I plan to keep it going but with a fresh outlook. Rest assured you're in safe hands, I'm petrolhead through and through and always have been. I've worked on several specialist car magazines over the years and have a passion for just about all things car-related.

People sometimes ask me what kind of car guy I am, whether I like one make or model over any other, and the honest answer is that I like them all. Literally any kind of cool car appeals to me, from restored classics to a brand-new hot hatch. As a result, I've owned and built plenty of cars in the past, from a Ford Sierra Cosworth to a Mitsubishi Evo VII. I like getting stuck in where I can; I've built my own engine before and have spent hours rubbing down body panels. My last project cars were a 415bhp BMW 135i and a 1968 Mk2 Ford Cortina with a 330bhp turbo engine, so it's safe to say I like my classics and I love my turbochargers! I like anything with lots of power, too. With that in mind, expect those tastes to be subtlety reflected in the magazine in the coming months as I've got plenty of plans in store for the future. But don't worry, we will still be bringing you the *Banzai* you know and love.

So, on to this month's issue. We should have something for everyone here, from a Subaru WRX STI making over 500bhp, thanks to an EJ22 engine transplant, to a 640+bhp R35 GT-R that's been converted to rear-wheel drive! We also have a test drive in the new Mazda MX-5 and ask those in the know what they think of the new sports car. Enjoy the issue!

Simon Holmes, Editor



Subtle-looking WRX STI packs over 500bhp with an EJ22 under the bonnet...

BANZAI



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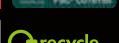
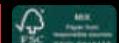
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IF YOUR
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TO ORDER IT IN
FOR YOU

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A vertical banner on the right side of the page. At the top are two issues of the magazine 'BANZAI'. The left issue is titled 'SUPRA POWER' and the right one is 'RWD R35'. Below the magazines is a large black rectangular area containing white text. The text reads 'SUBSCRIBE TO BANZAI AND SAVE 30% GO TO PAGE 68'. To the right of this text is a blurred photograph of a racing track with a blue car in the foreground.

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FourtyFour

FOURTYFOUR WHEEL COMPANY LUG NUTS

You may have noticed some of the most outstanding show cars unveiled this year have been rocking these rather fancy lug nuts to keep their priceless wheels in place. But who's behind all of the hype?

FourtyFour is the brand you'll need to hit up if you want to give your rims the premium treatment. Running with the ethos that we live in a disposable world where profit margins often come before quality, and aiming to do something about it, its products are some of the most impressive we've seen in a very long time...

The aerospace-grade titanium nuts are designed by a team in the UK using techniques inspired by traditional blacksmithing, resulting in some of the lightest and strongest (not to mention best looking) lugs on the market. Predominately

using the JDM M12 fitment size (with more fitments on the way in the near future), the nuts will fit most cars, as demonstrated by the company's already-comprehensive portfolio.

FourtyFour also has some seriously cool accessories to complement your nuts. So make sure you check out its website, where you can also find much more info on the fascinating build process and all the scientific data proving just how light and strong these nuts are!

PRICE: £250 for a set of 16 or £300 for a set of 20
CONTACT: www.fourtyfourwheelcompany.com



DIE CAST DELIGHT

We've got a bit of a soft spot for scale models, so when we heard that our friends over at Spoon Sports were releasing a limited run, super-detailed 1:43 version of their infamous Japanese EG6 Civic, you can imagine how excited we were!

The attention to detail is pretty impressive, with the miniature hatch featuring all the crucial bits that made it so famous. This means the SW388 wheels, Spoon brake calipers and even that iconic N1 rear silencer all make an appearance. To top it all off, a select few models will come signed by Ichishima Tatsuru – the founder of Spoon Sports himself, just to add to the ultra-cool JDM factor...

Available in both of Spoon's signature colours – white or yellow – the models are set to sell out fast so hit up Spoon Sport EU's website now.

PRICE: £95

CONTACT: www.spoonsports.eu



BRAKING TRADITION

If you own an example of the rally-bred legend that is the GC8 Impreza, you may have noticed that the OEM brakes are no longer anchoring your 4WD weapon in on the twisties like they used to. Let's face it – these cars were designed to be driven hard, so it's unsurprising to hear that many owners are beginning to overhaul the brake systems on their pride and joys in recent times.

Italian stopping expert Tarox has come up with an easy and affordable way of freshening up your GC8's brakes in the form of uprated front disc and pad kits for models with both sliding and four-pot calipers.

Available in various different styles, these sturdy stoppers are sure to fill you with more confidence when taking your B-road weapon out for a hooning.

PRICE: From £264 for a pair of 277mm front discs

CONTACT: www.tarox.co.uk



CATCH ME IF YOU CAN

Mishimoto has just released another fabulous bespoke upgrade for the 2008-2014 Impreza WRX STI: this direct-fit baffled oil catch can system.

Using 50-micron bronze filters, and complete with application-specific brackets and pipework, this kit aims to protect your boosted boxer engine from oil blow-by – keeping oil build-up in vital engine components at bay whilst maintaining the correct octane levels. Using the attached mountings, the catch cans are placed in an easy-to-reach location in both LHD and RHD Scoobies, with no cutting or modification required.

Also available for WRX models of the same age, this could be a no-brainer for the longevity of your cherished flat-four.

PRICE: From £432

CONTACT: www.mishimoto.co.uk

DON'T RUSH, BRUSH

When you get to a certain level of obsession with keeping your car squeaky clean, you'll probably start looking at the benefits brushes can have when detailing both the exterior and interior.

Our friends at ValetPRO have just released no less than nine new bristled friends to assist the cleaning of your car. Ranging from the Upholstery Brush with extended, rigid bristles through to the Chemical-Resistant Brush that's designed to clean the face of your alloys in conjunction with acidic products whilst not causing any damage to the tool or car itself, once you've had a go with this range you'll never look the same way at a sponge again!

PRICE: From £2.40

CONTACT: www.valetpro.eu



IN THE CLUB

If you own an R35 GT-R, chances are you'll already be familiar with Litchfield's renowned suspension upgrade package which has gone down a storm with fast road drivers.

Following in a similar vein, the super tuner has once again teamed up with Bilstein and Eibach to provide an equally impressive spring and damper kit, this time aimed at the more hardcore market of racers and track day warriors.

The 'Clubsport' package is the result of extensive track testing, and already features on many successful VLN Nürburgring race cars whilst remaining fully road-legal and TÜV-approved.

Unlike many top-spec suspension setups, this race-biased offering retains an integrated reservoir to keep weight down. This means that no additional installation space is required around the struts. The sexy aluminium click-wheels allow easy adjustment of both rebound force and bump force.

If you're set on taking your GT-R on track more than you use it on the road, then this promises to be the must-have upgrade of the year!

PRICE: £5160

CONTACT: www.litchfieldimports.co.uk



IT'S A SCOOP!

British-based OBP Motorsport is well known for making some of the finest motorsport enhancements you could add to your race or rally car.

New to the firm's catalogue are these rather tasty universal carbon fibre roof vents and scoops. Designed to allow fresh air into the cabin in hot conditions while keeping dust out of the car's cockpit, we can see these looking fantastic on full-on competitive machines.

PRICE: From £192

CONTACT: www.obpltd.com

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www.ebcbrakes.com



SPACED OUT

Wheel spacers have been used for years to achieve a number of desired results. Whether you need a wider track on your car to assist cornering capabilities or just want that little bit more poke on your stance car, there's now hundreds of different options to help you out on the market.

Japspeed is pleased to announce it's now stocking DIRENZA's top-spec Black Edition hubcentric spacers for a number of Japanese cars. Being hubcentric means that the weight of the car still rests on the hubs rather than the wheel studs, which can often end in tears.

Sizes range from 10-50mm. Check out Japspeed's website for the full list of applications.

PRICE: POA

CONTACT: www.japspeed.co.uk



POWERMONKEY CHARGER

We've seen countless different portable gadget chargers on sale recently that promise to keep your phone and tablet topped up when on the go but this little puppy really takes the biscuit for reliable power wherever you are. It's called the Powertraveller Crankmonkey and there's no power pack in sight on this simple but brilliant little gizmo. Instead, you simply wind up the handle to create your own charge.

Geared to make it as easy as possible for the power-craving user, the Powermonkey promises up to one hour of light from a Petzl head torch or a short phone call on a smartphone for just a couple of minutes of cranking. And because the device is so basic, it comes with a lifetime guarantee. Genius!

The Powermonkey's output is a USB cable so it can be used with virtually any device.

PRICE: £99

CONTACT: www.powertraveller.com

A GIFT FOR YOUR EARS

There's many things that enthusiasts will always disagree on in the car world but one opinion has remained constant for many years: when asked what the best sounding type of engine is, the vast majority will instantly reply with 'a V8!'

With bigger engines quickly becoming a thing of the past, however, you've got to give it to Lexus for sticking with the original recipe and supplying its latest flagship sports car, the mighty RC F, with a normally-aspirated V8 lump under the bonnet.

To make everyone aware of this fact, at this year's Goodwood Festival of Speed Lexus decided to give the RC F Carbon a beefier exhaust system to make sure everyone knew just what engine this car runs.

UK-based Quicksilver Exhausts was quick to whip up this stainless steel cat-back system, complete with carbon fibre tips, which features wireless electronic valve trickery to change the car's noise characteristics from tame kitten to angry lion at the touch of a button.

The system fits both the RC F and RC F Carbon, and if you had the chance to hear the roar it kicked out at Goodwood, you'll know it's well worth the investment.

PRICE: £3770

CONTACT: www.quicksilverexhausts.com



NISMO'S LM CAR GOES R/C

Tamiya is well known for being bang on-the-money when it comes to its R/C cars. We're therefore very excited (but not surprised) by its latest offering: the Nissan GT-R LM Nismo Le Mans concept racer, which has captured the imagination of the automotive world this year thanks to its controversial front-mid engine layout and front-wheel drive power delivery.

The 1:10 scale car comes as an assembly kit and features a powerful 504 brush-type motor to ensure a realistically rapid pace can be reached once the car is built. The setup is so detailed that even things like castor and ride height can be adjusted on the car's independent suspension system. It's the next best thing to owning the real car!

PRICE: From £149.99

CONTACT: www.hobbyco.net



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You will have the opportunity to drive a variety of specially prepared performance cars, all expertly designed to provide you with an amazing driving experience. The cars include; Porsche 911 SC - Rear Engined Rear Wheel Drive, Ford Focus GRP.N - Front Wheel Drive, Subaru Impreza WRX GC8 - 4 Wheel drive and BMW M3 Compact Evolution - Rear Wheel Drive



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CAR TOURS



All-new Suzuki Baleno

At this year's Frankfurt Motor Show, the next generation of Suzuki Baleno will be unveiled. Developed using the company's compact car expertise, the Baleno has an elegant and powerful design, a spacious cabin and luggage space plus a host of new technologies. The new technologies include a rigid, lightweight new generation platform, highly responsive 1.0-litre direct-injection turbo BOOSTERJET engine, and SHVS (Smart Hybrid Vehicle) featuring engine assist by an integrated starter generator. All of these contribute to a fun yet efficient driving experience, giving the Baleno more than just good looks and convenience. In addition to fuel efficiency and dynamic performance expectations, the layout has been optimised and various technologies used to reduce weight in order to meet the rigorous size and weight requirements specific to compact cars. The new Baleno will be launched in the UK early next Summer.



New Mazda2 Sport Black

Mazda has announced that there's an all-new Sport Black Mazda2 now available, offering subtle and sporty styling enhancements and packed with extra equipment. It's based upon the SE-L Nav and power is provided by a 1.5-litre normally-aspirated 90ps SKYACTIV-G petrol engine. The model comes in two free-of-charge paint colours (either Soul red Metallic or Snowflake white Pearlescent), and optional exterior graphics and contrasting colour door mirrors allow for new levels of personalisation. Brilliant black front and side skirts are standard, and there's a matching Brilliant black roof spoiler and chrome exhaust trim. There's also the opportunity for buyers to customise the car even more with two optional exterior

graphic designs and contrasting door mirror covers. Sweeping from the headlights to the tail-lights, the KODO graphic follows the lines of the side profile as they intersect at the centre of the car, while the race graphic adds sporty stripes low down behind the front wheel. Customers can choose to add either or both of these decals to their Sport Black. In addition, Soul red door mirrors on Snowflake white Pearlescent cars and Brilliant black mirrors on Soul Red Metallic cars provide the prospect of even greater personalisation.

In addition to the generous standard equipment, the Sport Black comes with 16" Gunmetal alloy wheels, rear privacy glass, auto lights, rain-sensing wipers and rear

parking sensors. "Thanks to its combination of fun-to-drive handling, stylish looks and generous equipment, the all-new Mazda2 is already winning over UK supermini buyers and our latest special edition model offers even greater value. With extra standard equipment, plus striking styling enhancements the all-new Mazda2 Sport Black is sure to be a popular addition. And thanks to the attractive finance deals available across the range, more customers can enjoy the refinement, comfort, first-class connectivity and quality of the all-new Mazda2," comments Peter Allibon, sales director of Mazda Motors UK. The Sport Black costs £15,395 on-the-road.



Rocking a Type R

Fresh from putting the new Civic Type R through its paces on the famous hillclimb at the Goodwood Festival of Speed earlier this summer, Kaiser Chiefs' front man Ricky Wilson is now the proud owner of his very own example. He collected the car from Honda's UK Manufacturing plant in Swindon this month and speaking after taking his first spin, Ricky exclaimed: "What an amazing feeling. This is the first time I've ever had a new car. I got in and instinctively knew where everything was, I feel at home in it already... and I'll get home even quicker!" Ricky was also treated to a tour of the birthplace of his car and added: "It was like a movie – I could hear the *Terminator* theme music in my head as I walked around. The technology and scale of the operation is out of this world."

Since joining Honda as an ambassador for the Civic Type R at the beginning of summer, Ricky has not only raced the Goodwood hillclimb but also secured his National B race licence at Knockhill circuit in Scotland, under the expert guidance of Honda Yuasa Racing BTCC star driver, Gordon 'Flash' Shedden.

Philip Crossman, managing director of



Honda UK, commented: "We're sure Ricky will have a lot of fun in his new Civic Type R. In fact, we even predict he could have a riot. However, in all seriousness, this brand

partnership between one of the UK's leading rock stars and one of the UK's fastest cars is a match made in heaven and we look forward to working with Ricky as time goes on."



MX-5 BBR Super 225 kit

Following the success of its 'Super 200' upgrade package for the 2005-onwards 2.0-litre Mazda MX-5 Mk3, renowned Mazda performance specialist BBR has unveiled the ultimate normally aspirated tuning conversion for the last generation of sports car. Called the BBR 'Super 225' this new upgrade is the culmination of many months of in-house mechanical, electronic and chassis development by the Brackley firm's technicians. Available as a complete

package for a drive-in, drive-out installation the Super 225 is described by BBR's Neil McKay as "the ultimate normally aspirated parting gift for the hugely successful NC model". The upgrade consists of a BBR stainless steel 4 into 1 exhaust manifold and 3.5-inch diameter branded tailpipes, high performance intake and exhaust camshafts, drive-by-wire controlled direct to head shiftless AT Power individual throttle bodies with bespoke AT Power/BBR

curved inlet extensions, CNC-machined 20mm alloy inlet ram pipes with a Ramair foam air filter or optional BBR air box, BBR Engine breather system and BBR badges for front wings and bootlid.

The end results for the package is an impressive 224.9bhp at 7900rpm, a gain of 67bhp over the stock 2.0-litre MX-5's 158bhp. But the peak power figure tells only half the story of the BBR 225's driving experience, because over 150bhp is available all the way from 4500rpm to the 8000rpm rev limiter, highlighting the flexible nature of the conversion. Similarly, the BBR 225 delivers an increase in torque output, with the peak figure leaping to 175lb ft at 4500rpm, 28lb ft higher than stock, with more than 150lb ft available from 3200rpm to the 8000rpm limiter, making the BBR Super 225 both faster and easier to drive.

Careful development by BBR has ensured that the Super 225 package is fully UK MoT emissions compliant and will run on either 98 or 95 octane fuel.

"Compared to our hugely successful 260-380bhp turbocharger conversions for the MX-5 normally aspirated tuning can seem relatively expensive," says BBR's Neil McKay. "Therefore target power figures aside, our primary objective with the Super 225 program was to retain as much of the original Mazda electronics system as possible to cap costs at a realistic level for our enthusiast market and avoid the need for a motorsport style engine management system," he continues.

Priced at £3490 for a DIY option, or £4295 for a drive-in, drive-out installation, excluding VAT, the BBR Super 225 is available now.

Subaru goes big

Subaru has announced that the all-new Levorg will go on sale in the UK at the end of next month priced at £27,495 on-the-road. A spiritual successor to the much loved fourth-generation Subaru Legacy Tourer (2003–2008), the Levorg promises a compact on-road footprint with greater interior space. The car will be available in a single trim level called GT, with generous levels of standard equipment, including Subaru's iconic All-Wheel Drive drivetrain.

Subaru engineers and designers promise that the Levorg will offer one of the company's most refined cabins ever created, with a greater use of high quality materials. Leather-trimmed sports seats with blue stitching unique to Levorg will come as standard, as will Subaru's new factory-fit 7.0-inch touchscreen infotainment, connectivity and navigation system. Leather trim is used generously within the cabin, including the door trims on the centre console and on top of the multi-function display on the dashboard.

The Levorg will be available with only one engine: a newly-developed 1.6-litre DIT (Direct Injection Turbo) Boxer petrol engine; a signature format for the Japanese manufacturer. Paired with Subaru's super-smooth Lineartronic (CVT) transmission, the Levorg offers a very refined powertrain.



The new 1.6-litre DIT power unit offers the same performance as Subaru's existing 2.5-litre naturally-aspirated Boxer engine, despite being 36% smaller. Engineered specifically for its application in the Levorg, the all-new four-cylinder engine produces 168bhp and 184lb ft of torque. That allows the Levorg to accelerate from 0 to 62mph in

8.9 seconds, while returning nearly 40mpg on a combined cycle and emissions are rated at 164g/km.

On the outside, 18" dark grey alloy wheels are standard along with metallic paint, auto LED headlamps, privacy glass and a subtle roof spoiler, bespoke leather heated sports seats in the front plus lots more.



New N-TEC trim for Micra

Priced from £12,400 and available to order now, the new Micra N-TEC is available with the same advanced engine line-up as other models in the range. That means customers can choose between the entry-level 1.2-litre petrol engine that produces 79bhp, or the supercharged 1.2-litre DIG-S that develops 97bhp. The former is available with Nissan's

CVT automatic transmission as an option.

The Micra N-TEC also looks the part thanks to a host of premium styling features that include 16-inch alloy wheels, front foglamps and rear privacy glass. Silver satin door mirrors and door handles complete the exterior design package. Inside, the N-TEC stands out from the crowd with a centre console finished in

gloss black with blue stitching on the trim and a leather-covered steering wheel. Inside, the equipment list includes a 5.8-inch colour touchscreen display with sat nav and smartphone integration and also features Google Send-To-Car technology, which allows the owner to plan a journey on their PC or tablet and then send the instructions to the car.



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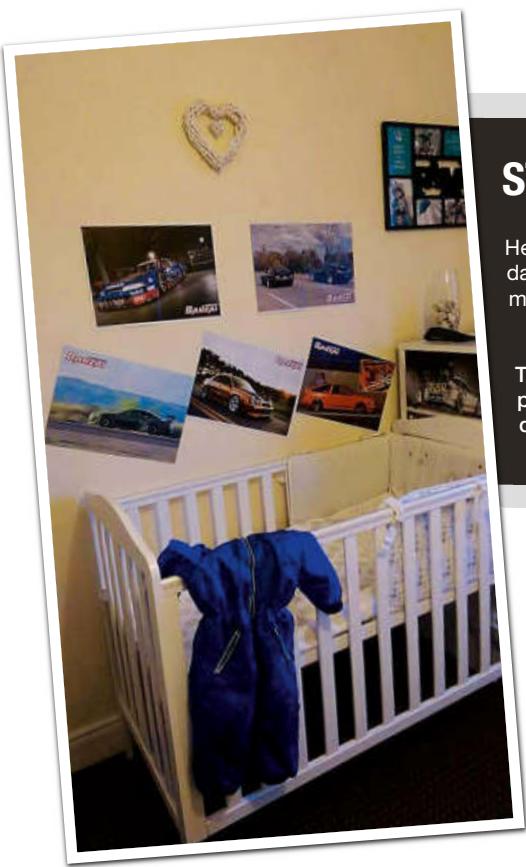
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**LETTER OF
THE MONTH**

START 'EM YOUNG...

Here's a picture of a next-generation *Banzai* fan in the making (my soon-to-be-born daughter), complete with her race suit! I'd be delighted if you could mention this in the magazine as I imagine by the time it goes to print she'll be born. Thanks!

Sean Morrissey, via Facebook

Thanks so much for sending in this fantastic photo, Sean. Hopefully the strategically placed posters will help turn her into a massive petrolhead. All the best with being a dad; hopefully there won't be too many sleepless nights on the cards for you!



JAZZ UP YOUR JUKE

I recently moved over from the 'dark side' (VAG vehicles) and am currently enjoying my new-found love of Japanese cars in the form of my Nissan. I wanted a car that was both comfortable on long distances and slightly different to the normal selection of Japanese cars people usually play around with, so settled for a Juke (quite a Marmite car it has to be said!). My only issue is that I'm quite new to car customisation and with my car only being a 1.2 DIG-T, I'm struggling to buy parts for it. Do you guys know of any sites/workshops that can help me create my dream of a truly original Juke?

Leroy Clarke, via email

Welcome to the world of Japanese cars Leroy, we hope you enjoy the fantastic mix of amazing vehicles that this particular corner of the car world has to offer. Good choice with the Juke – they seem to be pretty decent daily drivers from what we've seen. You may be surprised to hear that there are already a large number of modified Jukes in the country, so you're not alone with your search for something more unique! We'd recommend Abbey Motorsport (www.abbeymotorsport.co.uk or 01883 732331) as a good starting point. We tested one of its tuned 1.6 DIG-T Jukes last year, which proved to be a fantastic and much more affordable alternative to the Juke Nismo RS. If you give the guys

there a call, we're sure they'll be able to advise you as to what performance parts are available for the 1.2 model.

If it's styling bits you're after, try checking out Nissan's own personalised parts available for both the interior and exterior of Jukes (www.nissan.co.uk). It seems that Nissan appreciates what a quirky, cool looking car the Juke is, and encourages owners to make them even more so with some of the colourful bits it has for sale! We can't wait to hear how you get on with your modifying adventure.

CONTACT US

Do you want to comment on what you like in *Banzai*? Have you got a suggestion that you think would make each issue even better? Do you need our help with technical queries or advice, or do you just want to share something cool with the community at large?

Then please feel free to contact us using one of the following methods:

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PREMACY PIMPING

I was just wondering if you'd heard of any Mazda Premacs being tuned? I own a 2002 2.0-litre Sport model and would love a bit more grunt from the engine!

Matt Withers, via email

We've had a good look through the *Banzai* archives and can honestly say we don't think an example of a modified Premacy has ever graced the pages of a previous issue, Matt! But fear not, as we've since spoken to Robbie from Pettit Racing (www.pettitracing.co.uk or 0844 984 6666) to see if there's anything it could supply to help sharpen up your MPV. And amazingly, there is! Starting with the chassis, Pettit Racing could supply you with a Cusco front strut brace and front suspension brace to keep things tight around the corners, along with some lowering springs or coilovers to improve handling on the twisties. Both H&R and MeisterR offer suspension kits for the humble

Premacy. Who'd have thought it?! Robbie also recommends a set of SuperPro bushes should you decide to get a new suspension setup. Under the bonnet, there's a HKS replacement panel filter available for your 2.0-litre MZR engine, which should not only supply a little more power but also a subtle growl to your car. This could be complemented by an ECU tune-up by a company such as EcuTek (www.ecutek.com or 01895 811200). When finished off with something like a new set of alloys, you could end up with one of the most desirable Premacs in the country, and we'd love to see the results.



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A Freefly VR headset!



In the past, virtual reality was the future. At least until we saw *The Lawnmower Man*, played on the Virtual Boy and watched Craig Charles bounding around in a leather jacket presenting *Cyberzone* on BBC Two. Cyber-what? Exactly. But in the present the virtually reality of the past is even more in the past and the virtual reality of the future is here in the present. Virtually. What we're getting at is that with the appearance of numerous VR gaming headsets and the impending arrival of Oculus Rift, we're all about getting a slice of the virtual action. And, yes, we know it's nothing to do with cars but it's free and it's cool, so don't moan!

We've teamed up with Freefly VR to give you the chance to win one of its swanky smartphone VR headsets. As the description suggests, it's a headset designed to house your smartphone and deliver a unique VR experience. Simply pop your smartphone in, get set up and then enjoy one of a number of VR apps, ranging from games where your head is the controller and you control the action from a true first-person perspective to 360-degree video content and, of course, the obligatory rollercoaster simulator that may or may not have you flailing your arms around and throwing up all over the coffee table and looking like an absolute lunatic to anyone

watching whilst never leaving your sofa.

With apps available for both iOS and Android, no matter what your handset of preference is, you can enjoy the Freefly VR experience and the unit's design makes it easy to fit your phone without fuss. The expensive-feeling headset easily adjusts for all head sizes ensuring your VR trip will be a comfy one and it's easy to set up and get stuck in.

For your chance to escape the monotony of the real world and spend some time in the virtual one, simply answer the question below, the answer to which can be found on the Freefly VR website (www.freeflyvr.com) 



HOW TO ENTER

Q) How many favourite VR apps are listed on the Freefly VR site?

Send your answer with your name, address, contact number to banzai@unity-media.com with 'Freefly' in the subject line

Terms & Conditions: No employees of Unity Media, Freefly VR or any other associated companies may enter. Entrants must be aged 18 years and over. We reserve the right to disqualify any entrant for any reason and without notice in accordance with the competition rules. Please email your entry to banzai@unity-media.com using 'Freefly' in the subject line. Closing date for entries is 12/10/15.

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LIVIN' IN JAPAN

This month, our man in Japan, Alexi Smith, takes us through car ownership in the Land of the Rising Sun...

It's just like in *The Matrix* movie; no-one can be told what living the car life in Japan is, you have to see it for yourself. I often receive emails asking for advice about the possibilities of living in Japan, and since that could take up an entire magazine's worth of content on its own, I thought I'd bring up some points that are less well-known.

So, let's just say that as a citizen of the UK or Ireland, you've heard about your eligibility for a 'working holiday' visa, meaning you can live there and work part time for up to a year with very little in the way of requirements. You get approved, fly on over, and as soon as you arrive, you're probably going to want to get yourself a car on a budget.

It's important to remember however, that a lot of the most popular Japanese sports cars are now old enough to buy alcohol and vote. Rubber cracks, steel rusts, and the 20-year-old street racing former owner probably had just as much common-sense as most of his counterparts overseas usually do. I usually suggest that a cheap car will end up costing double the original purchase price to get it into the sort of condition you'd want a street car to be. That includes working air conditioning, as the 35 degree summer heat and 72% humidity currently going on outside as I write this is will leave your bucket seat a bucket of sweat on even a short drive.

On the upside, literally any weird Japanese 'import' you have ever seen or wanted is available for sale. Prepare to be paralysed by your freedom of choice, only to end up buying something like a Silvia just because it was well set up and too good to pass. Whatever you do, don't be one of those foreigners who buys the vacuum-leak-hell that is an FD RX-7. They're cheap for a reason.

One other thing that will pleasantly surprise you is how much cheaper insurance is in Japan. Even a learner driver can insure a turbocharged sports car without too much problem, and a good comprehensive insurance policy is something you really need if you're going to be driving down the unavoidably narrow and footpath-less streets that make up the majority of Japanese

suburbs. I once heard one of those 'friend of a friend' stories that went like this: a bloke was driving down a narrow road in the rain, when a car pulled out on him. He skidded into a concrete block wall at the side of a house and knocked a bit of it over. Normally, that kind of wall wouldn't be too expensive to replace, however it had collapsed into the owner's backyard on a rather old bonsai tree that was apparently worth over £7000. Luckily, his policy entirely covered it. Thanks to the rather generous policies that include things like free tows and flat battery service, insurance is your best friend in Japan.

If you were to look at the shores of Tokyo Bay from the air, you'd soon notice the numerous storage tanks of several large crude-oil refineries. Japan ranks only behind China in the raw volume of fossil fuels they import. This increased recently due to gas turbine powerplants taking over from the

nuclear plants that were shut down after the 2011 disaster. Petrol is currently averaging around 150 yen per litre for 100-octane 'haioku', which is about 77p. The first thing to do after moving to wherever you decide to live is scout around to see which station generally has the cheapest prices, and stick to that one place. If you use the self-service stations rather than the ones where they fill the car up for you, which incidentally is great in winter, and use the station's points card or previous receipts that have a little discount barcode printed on them, you can knock one or two pence per litre from the price.

If you go to a lot of track days, you're going to want a couple of fuel cans to take with you, as I've yet to find a circuit with a reasonably-priced station near it. The only problem is that self-service stations ban the filling of fuel cans. Only station staff are allowed to fill the cans, which is more expensive. To get around





this, I *wouldn't* suggest going to the self-service places late at night and just filling up the cans yourself while nobody is around, not at all...

Next is actually driving around, and like any country, there are lots of little road rule idiosyncrasies that take getting used to. One that constantly kept tripping me up for the first few weeks were the filter lights. Let's just say you're driving towards a large crossroads at about 60km/h and the signal has the following lights illuminated: red light, green up arrow, green right arrow. What are you supposed to do? In this case, cars turning right across the crossroad are protected from oncoming traffic, and cars travelling straight through the intersection also have right of way straight-on. It took a lot of retraining to convince my brain and my right leg that it was perfectly acceptable to travel through a crossroads that had a glaringly bright red light on it, even if I did have right of way.

Thankfully, it's not particularly frustrating if you drive around like a slow tourist for the first few weeks, as drivers here are overwhelmingly polite and very patient. Just click on your hazard lights for a few blinks as a 'thank you and sorry for getting in your way' signal. I would suggest staying away from the Shutoko

expressway in Tokyo at first though, especially during peak hour. I have been road-raged on more than once there by people who thought they didn't need to obey the one-for-one-like-a-zipper rules of lane merging.

Finally, let's talk about working on your car. One thing I always get asked about are 'pick-a-part' yards, which do exist, but it's another of those 'yes but no' situations. A car in Japan is generally worth more scrapped than it is just sitting in a wrecker's yard getting picked at. The reason for this is something called 'recycle tax'. When you register a car, you have to pay a deposit of about £100, and you're given a slip of paper that covers the costs of wrecking a car, airbag and air-con refrigerant removal and disposal of what they call 'shredder dust', which is basically all the leftover bits of rubber and plastic. This stuff is then commonly used as a fuel source for local smelters. It's not the most iceberg-friendly procedure, but it keeps the limited landfills from filling up. It's also not unusual for a car owner to simply park their car outside a wrecking yard at night, remove the numberplates, leave the keys and paperwork in the glovebox, and simply walk away.

Cars that are wrecked are usually stripped for useful parts, which are then catalogued

and stored for sale. Most performance shops will be able to access a network of wreckers and find you just about any part you need, and have it shipped directly to you. Once you do receive your parts, try and find a place where you can work on your car in peace. Your tiny gravel car park is an option, but you're likely to have the police called on you once or twice because 'we received a call someone was stealing wheels from a car'. This is because normal people usually don't do anything to their cars in public apart from maybe give them a wash, and old Japanese ladies are nosy and easily startled by the greasy foreigner in overalls.

This isn't the most socially acceptable advice, but anything not requiring a jack up, such as changing spark plugs, can be done in the far corners of large convenience store parking lots or outside schools on Sundays. The best by far are spacious expressway parking areas. Lots of open space, toilets, food and vending machines. If anyone asks, you just say you broke down and you are fixing it. Just be sure to carry a big can of parts cleaner and a rag to clean any stains and remember the Japanese saying 'tobu tori ato wo nigosazu', or 'birds don't leave a muddy wake' *

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REFRESHINGLY TRADITIONAL

Mazda had its work cut out when coming up with the latest generation of the world's most popular sports car. Claiming to be closer to the original than previous models, we couldn't wait to take the new MX-5 for a spin...

Words: Sam Preston
Photos: Sam Preston and Mazda



REDEFINING THE ROADSTER

You probably don't need us to tell you that the Mazda MX-5 is the best-selling roadster of all time. Just take a look on any street in Britain and you're more than likely to see at least one example of the world's favourite little sports car sitting proudly on someone's driveway. Whether it's a car to nip to the shops in or thrash around a track, the MX-5 has provided fun, affordable driving thrills across the board since its release.

But what exactly is a 'roadster'? By definition, it's an open-top, two-seater sports car. A car designed with raw, simple driving pleasure in mind. Mazda has undeniably hit the nail on the head with this concept over the past two-and-a-half decades, meeting most consumers' idea of the perfect sweet spot between affordability, driveability and reliability. But it hasn't always been this simple.

Before the MX-5, Britain was leading the way in producing the quintessential roadster, with cars such as the Triumph

Spitfire and Lotus Elan. By the Eighties, however, the concept of a 'British sports car' was all but dead to most car manufacturers. Mazda was quick to spot this gap in the market, funding skunkworks teams in both California and Japan to develop blueprints for a car which would bring the roadster back to the masses.

Some core requirements were set in order to keep the car as roadster-like as possible, including the key concepts of being light and compact whilst comfortably accommodating two adults and meeting current safety requirements. It also had to be front-engined and rear-wheel drive, with as close to a 50:50 weight distribution as possible. To top it off, all four corners of the car were to be linked by a wishbone or multi-link suspension system, with the engine and differential making up part of the car's structural frame in order to increase throttle response and driver feedback.

The first generation (NA) MX-5 was shown off to the world at the Chicago Auto Show in February 1989. After going on sale, it soon

became apparent that Mazda was onto a winner, with a staggering 580,000 units sold worldwide by the end of production of this particular shape just eight years later in 1997.

Since then, the love affair with Mazda's compact convertible has only grown, especially in the UK where around half of the whole of Europe's allocation are sold. The design ethos of a 'British' sports car clearly worked, then.

With so much hype surrounding the all-new model – this rather stunning fourth-generation ND MX-5 – we're sure you're already aware of what this car is all about. By going back to basics and producing a lighter, lower, smaller and more affordable roadster than the previous two generations, Mazda claims this car shares more with the first generation than the outgoing model.

We took it to one of Britain's best natural proving grounds, the technical roads of the highlands of Scotland, to find out if taking inspiration from the past was indeed the future for the roadster.

The grip levels are superb, with the car telling you exactly how close to the limit you are treading at all times



HOW IT DRIVES

In keeping with the car's no-frills ethos, the options list for the new MX-5 is relatively easy to stomach. The old line of engines has been scrapped in favour of either a 1.5-litre or 2.0-litre SKYACTIV-G lump. Somewhat amazingly in this day and age, these fantastic lightweight units remain normally aspirated, offering a warmly welcomed dose of rev-happy power right up to the redline. You're rewarded for not changing up too early on the six-speed manual 'box, which is exactly the way a roadster should be. 2.0-litre models benefit further from an extra inch of wheel diameter (up to 17"), an LSD and even Bilstein suspension on the Sport-spec'd cars.

But let's start with the 1.5-litre car. This is the only engine Japan will receive, and it's said the car was developed around this smaller unit. We've driven a Mazda2 with a similar powerplant, which we loved for its puppy dog-like eagerness. Well, in the MX-5, it's even better news, with more power on tap and a genuinely provocative exhaust note for a standard car. With 129bhp on offer, it's not going to break your neck when you floor it,

Where the new MX-5 feels most at home:
it feels great on the limit...



The power feels fantastically matched to the car's capable chassis

PERFORMANCE DETAILS

Engine: 1.5-litre / 2.0-litre SKYACTIV-G petrol

Transmission: Six-speed manual

Power: 129bhp (at 7000rpm) /

158bhp (at 6000rpm)

Torque: 111lb ft (at 4800rpm) /

148lb ft (at 4600rpm)

0-62mph: 8.3secs/7.3secs

Top Speed: 127mph/133mph

Suspension: Double wishbone (front) and

multi-link (rear) / double wishbone (front) and

multi-link (rear) with Bilstein dampers



The designers specifically chose to use as little plastic as possible around the engine to continue the back-to-basics theme under the bonnet

but the power feels fantastically matched to the car's capable chassis, always inspiring you with confidence and never catching you out. Remember, these cars weigh in at under a tonne, so even this amount of power goes a long way here.

But if you're after a little more grunt, the 2.0-litre supplies more good news. Designed for the US market, it demands a slightly less aggressive form of driving style, with its 158bhp giving more low-end oomph. While this does detract slightly from the thrill of wringing the little roadster's neck as per the 1.5, it does prove much more suitable to most forms of modern driving (overtaking and motorway cruises spring to mind). It really depends how and when you're planning to use your MX-5 as to which engine will be most suitable for you. For us, though, a 1.5-litre car on a nice twisty race track is

close to our idea of perfection...

With an almost perfectly balanced weight distribution and the car's weight itself coming in at around 100kg less than its predecessor, one of the new MX-5's strongest attributes is its handling. Typically MX-5-esque, the grip levels are superb, with the car telling you exactly how close to the limit you are treading at all times. Even the most inexperienced driver, then, would be filled with confidence in this car even after just a short drive.

With traction control switched off, it's possible to get a bit of a slide initiated if you really give it the beans through a tight corner. We can imagine that those who decide to inject a lot more power into this platform in the form of a bit of boost (or even an engine swap) will marvel at how well balanced the car feels when travelling sideways. Driving the stunning, demanding roads around Loch Ness then, you

can imagine how much of a blast we had.

The only drawbacks we found were the slightly unintuitive delivery the throttle pedal offers due to the unavoidable fly-by-wire system that's now used; on the 1.5 in particular, it can feel a little like a switch rather than a progressive cable-operated affair. Also, although the seating position is sublime thanks to those gorgeous new seats and even more low-slung driving style, the steering wheel proves to be slightly too big and lacking feel to really get the most out of the car.

Finally, although using high-compression, non-boosted engines is a very bold move by Mazda, which many hardcore drivers will find a big relief, the performance figures will be confusingly low for those who like to compare their cars via numbers. As with the GT86, then, the MX-5 is a car that has to be driven to fully understood.





Uncluttered but modestly spec'd interior will appeal to most



STYLING

Let's not beat around the bush – this car is one hell of a looker. Many criticised the second and third generation models for becoming slightly chubby in the styling department, perhaps in an attempt to keep up with the more substantial European rivals, which Mazda has clearly addressed this time around.

At the front, the super-sharp LED headlights offer a much more menacing, masculine appearance. As you walk around the car, you notice its distinct lack of clutter that is all too common on modern sports cars, instead letting the minimalist lines and squat, sporty proportions do all the talking.

It genuinely looks tiny in the flesh, too. We're all used to newer models of well-known cars being effectively a slightly porkier version of the previous-shape car, but we had to do a double take when we saw the fourth-gen on several occasions after mistaking it for the original model out of the corner of our eyes.

Once in those 911-style narrow sports seats the car cocoons itself around you. The low-slung bonnet provides an inviting view of the road, with the stubby short-shift gear knob injecting excitement into the inner driver in you before you even turn a wheel.

The dash is classy, not cluttered, with swathes of leather and a refreshingly simple design sure to appeal to those crossing over from German cars, especially with that intuitive floating screen taking pride of place in the middle.





VERDICT

At £18,495 for the basic 1.5-litre version, this car costs around £3570 more than the first MX-5 cost over 26 years ago. When you consider that the original car would set you back around £33,000 in today's money, however, it seems like a bit of a bargain.

Priced closely with a similarly-spec'd Mazda3, the MX-5 proves to be a bit of a no-brainer if you can afford to compromise the seats and boot space.

In a world where performance figures, trick electronic aids and flashy in-car gadgets matter most, you've really got to admire Mazda for keeping it real. By taking a look back to where it all began, it's created what we think has to be one of the most fun cars on sale today. ☀

WHAT THE SCENE IS SAYING

"We're looking forward to the dramatic new generation MX-5. Racing Beat has already been developing many parts for the car in conjunction with Mazda itself, including both street and race exhaust systems which will combine more aggressive sounds with more dramatic looks."

CLIVE HAYNSFORD
(RACING BEAT EUROPE)

"The new MX-5 has a lot to live up to and a lot of the owners and club members have been keen to get behind the wheel. Both engines have been tremendously well received; it's really hard to choose between them. Both cars sound great and with the top-down really immerse you in the MX-5 experience."

IAIN FLEMING
(MX5OC)

"Mazda seems to have seen the error of its ways with this car. Its small and light package is a sure-fire winner, with a much better choice of engines which have already been proven in the other models across the range. Mazda really can't go wrong with this car."

MARTIN DOONER
(MX-5 CITY)

"I think that this new MX-5 is the most exciting and eagerly-anticipated car from Mazda since the release of the original Mk1 MX-5. I really hope that the modifying scene ends up as varied and exciting as it did with the original car. We can't wait to get our hands on one!"

GARATH SMITH
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Ohlins Coilovers	-	£1999.00	£2369.00	-	-	-
Tein Springs	£144.00	£168.00	£180.00	-	£132.00	£156.00
Tien Street Flex Coilovers	£936.00	£840.00	£732.00	-	-	£840.00
ST Coilovers	£645.00	-	-	-	£995.00	£645.00
Whiteline Anti Roll Bar Front	£177.46	£177.46	-	£139.58	£125.14	£156.79
Whiteline Anti Roll Bar Rear	£214.42	£167.50	-	-	£177.47	£177.46



Air Filters



K&N Elements

HONDA	K&N Elements	Green Elements
Civic 2.0 Type R (EP3)	£47.99	£48.29
Civic 2.0 Type R (FN2)	£44.39	-
Integra 1.8 Type R (DC2)	£375.35	-
MAZDA		
MX5 1.6 16v	£88.39	£45.97
MX5 1.8	£89.59	£45.97
RX8	£46.79	£70.62
MITSUBISHI		
Lancer Evo VII/VIII	£65.99	£60.00
Lancer Evo X	£43.19	£73.51
NISSAN		
350Z	£49.19	£51.18
370Z	£49.19	-
GT-R	£89.99	-
MITSUBISHI		
Lancer Evo 7, 8, 9	£382.40	£498.47
Lancer Evo 10	£2741.34	£467.71
SUBARU		
Impreza (01-07) WRX	£451.93	£323.26
Impreza (01-07) STi	£451.93	£708.30
BRZ	-	£689.27
TOYOTA		
GT86	-	£689.27
MR2 Turbo	-	£423.78

	K&N Elements	Green Elements
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EBC Redstuff Front Pads	£62.34	£592.69	£584.99	-	£102.80	£75.61	-
EBC Yellow Front Pads	£85.99	£157.32	£87.36	£106.81	£113.24	£89.35	£73.99
EBC Redstuff Rear Pads	£51.13	£88.67	£60.30	£60.31	-	£43.45	-
EBC Yellowstuff Rear Pads	£69.94	£131.20	£68.27	£68.27	£153.68	£50.63	£50.74
Tarox Strada Fast Road Front Pads	£94.80	-	£78.00	-	-	£118.80	£106.80



Brake Discs

	Honda Civic Type R FN2	Mitsubishi Evo 10	Nissan 350Z	Nissan Skyline R34	Nissan GTR 35	Subaru Impreza 07-	Toyota GT86
Black Diamond XD Front Discs	£62.34	-	£450.76	-	-	£153.89	£151.52
Black Diamond G12 Front Discs	-	-	£440.84	-	-	£126.61	£173.70
Black Diamond G6 Front Discs	-	-	£443.43	-	-	£149.60	£244.48
Black Diamond Combi Front Discs	£104.87	-	£447.43	-	-	£149.49	£156.42
EBC Front Discs	£232.43	CALL	£297.72	CALL	-	£244.02	-
EBC Rear Discs	£98.89	CALL	£198.41	CALL	-	£234.00	£234.00
Tarox Performance Front Discs	£276.00	£896.40	£550.80	-	-	-	-



Big Brake Conversions

	Honda Civic Type R FN2	Mitsubishi Evo 10	Nissan 350Z	Nissan Skyline R34	Nissan GTR 35	Subaru Impreza 07-	Toyota GT86
AP Racing Kit	-	£1291.89	£2729.56	-	£2303.61	£2347.05	-
Brembo Gran Turismo Kit	-	-	£3182.40	-	-	£182.40	£1318.80
Tarox Kit	£1318.80	-	£1649.00	-	-	-	-

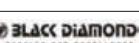
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Words: Sam Preston and Mark Buckle
Photos: Sam Preston and Robert Borowik (EverythingDrift.com)

TRAX2015

We once again headed to Silverstone for one of the biggest and best modified car shows of the year.

Go to a multi-brand car show in this day and age and you may be pleasantly surprised. Long gone are the days of scene snobbery, with the vast majority of car enthusiasts nowadays appreciating and enjoying the little quirks that each corner of the car world has to offer, with all prejudices thankfully put to one side.

Trax is a fantastic example of an 'anything-goes' car show. Set in the late summer, and always seeming to bring with it some serious sun exposure, it never fails to give off that easy-going, enjoyable vibe that attracted us all to car shows in the first place.

Let's allow some of the facts and figures

from the 2015 instalment do the talking and set the scene: over 15,000 punters attended the show, which was located in Silverstone's vast grounds; and there were over 3000 cars on display. Yet again, then, Trax was a hive of activity, with all sorts to keep visitors' pulses pumping, both on and off track.

Unsurprisingly, the sought-after track time slots sold out long before the show, resulting in a packed paddock and some seriously impressive sights during the various track slots. This comprised everything from a skidding S14A Nissan Silvia through to a boosted Classic Mini making full use of the sticky Tarmac.

In the vast expanses of open space away

from the track the seemingly endless club stands and large Show 'n' Shine competition provided a slightly less adrenaline-packed but equally-as-impressive buzz for onlookers. Amongst the several familiar faces sat a fair few newly-revealed car builds of both Jap and non-Jap origin. The winner of the Show 'n' Shine 'Best of Show' award eventually fell to Mark Lampard and his immaculate Audi TT.

With the seriously cool Duke beatbox band providing a funky backdrop to the static show, one of our other highlights had to be the chance to win a stunning silver Hawkeye Impreza in a competition thrown by show organisers. The lucky winner of this car was recently announced at Japfest 2.



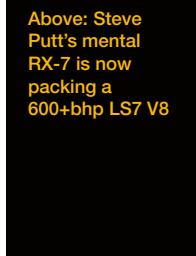
Right: Stay tuned for a full feature on Max's retro Starlet very soon!



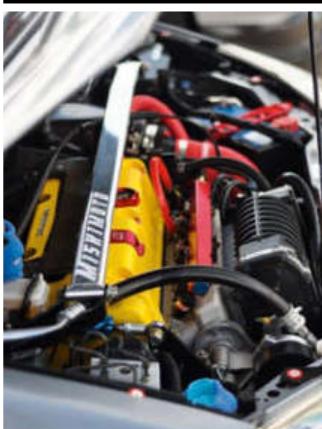
TRAX Show Report



Above: Steve Putt's mental RX-7 is now packing a 600+bhp LS7 V8



Left: Dan Wainwright's Scooby still looks fantastic on its Method off-road wheels



BDC TAKES TO THE TRAX

The British Drift Championship roadshow once again had the pleasure of taking to the track at Trax. Bringing the sport of drifting to the home of British motorsport is always a special moment, and getting sideways at Trax allows the sport to be shown off to a whole new crowd of people that possibly haven't witnessed the madness before!

Unlike last year's competitive round, this year the drivers held four demonstration sessions throughout the day instead. This enabled drivers from all skill classes and backgrounds to have a go on Silverstone's infamous high speed circuit.

The crowds packed into the grandstand and up against the fences to watch as the drivers took to the track for their first session under the sunny morning sun. The sound of engines echoed the circuit as the drivers let loose around the fast Brooklands corner in front of the iconic BRDC building before transitioning into Luffield.

Although not a competitive event, the drivers soon started closing in on each other, giving a fantastic display of twining to the vast crowd that had attended the show. Between sessions the public were able wander around the paddock, with many meeting the drivers and asking about their cars.

As the second session began most drivers risked some bigger entries, as they were now familiar with the circuit. Other drivers took the chance to get ever closer whilst chasing, not least Matt Carter who pulled an impressively close line against Simon Perry's wild GT-R drift car.

The Driftworks AE86 is always a crowd pleaser and Phil Morrison layed down so much smoke that at times it was difficult to see the circuit, until it cleared!

By the third session everyone was running a wider and smokier line around the long right of Luffield. Paul Smith showed the crowds how it was done, running around the outside with lots of smoke and steering angle. The final session of the day saw things getting really interesting as the drivers got into the groove, forming drift trains with up to four cars being released at a time.

Needless to say, drifting was one of the highlights of what proved to be a fantastic day all-round!



TRAX Show Report



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GUIDE TO SEMA

It's almost that time again! The annual Speciality Equipment Market Association (SEMA) bash kicks off at the start of November, so we thought we'd bring you a quick guide to attending the show yourself...

Words: Andy Basoo

Photos: Andy Basoo & Brad Sillars



The cars on display and the backdrop of the show itself are hard to beat



What makes SEMA so special?

The event is globally accepted as being the biggest and very best tuning show on the planet. It's where the world's tuning scene comes together with specialists from all corners of the world attending to display what they have to offer. As such, the finest cars from every continent are shipped in and for four days only, appear shoulder-to-shoulder all under one roof.



Can I attend?

The main event is technically a trade show so isn't officially open to the general public. That said, if you're associated with an automotive company, you're a blogger or a vlogger, a photographer or a writer, you'll likely be able to gain accreditation through the main SEMA website (www.semashow.com).

For everyone else, it's all about SEMA Ignited. This is the show's after party. After four days of being cooped up indoors, the show cars are unleashed on Friday afternoon to take part in a SEMA roll out in front of the crowds. The cars assemble a stone's throw away from the convention centre, where food, music, celebrities and specialists are added to the mix for some serious fun right into the night... well to 10pm at least. You can book tickets for this part of the event through www.semaignited.com but if you can't make it, stay tuned to our social media pages as we'll be bringing you live updates.



Where is SEMA?

There is only one place on earth wild enough to host the world's most exciting car show – Las Vegas. Just a short distance from the main strip sits the Las Vegas Convention Centre, which is divided into five main halls. This is where most of the big cars and names can be found, but the outside areas are not to be missed either. They have a real party vibe with numerous action displays taking place throughout the week.



Are there predominantly American cars in attendance?

Nope! Last year, the cars that featured most were Japanese and BMWs (as well as American muscle cars). Throw in a good helping of exotics, 4x4s and VW/Audi metal and you've got yourself a show! From an enthusiast point of view, having the non-Japanese cars present is eye-opening. The simplicity of German tuning methods is most appealing while the finish and build quality of the American metal is truly next level. For most of us, paint is the finishing touch of a project, but for the US, the preparation and paint application is often the most important aspect of a build and it really shows.



SEMA 2015

What were the standout cars from last year?

The main talking point last year was the Liberty Walk Ferrari 458 being crashed into by a high-lift 4x4 during the roll-out. In truth, the furore surrounding the incident only helped raise the profile of Liberty Walk further, with a wide-arch Lamborghini Aventador, BMW M4, numerous GT-Rs and of course the iconic C110 Kenmeri Skyline being among the popular cars on social media throughout the duration of SEMA.

Other seriously hot cars included a Rocket Bunny-kitted RC F on the official Lexus stand (watch and learn UK press offices) and a brace of Rocket Bunny FD RX-7s. It was certainly the year of the wide arch!

Trumping all of those though was a certain Rocket Bunny NSX on Nitto Tires' stand. Built in just six days leading up to the event, the blue chrome'd supercharged Honda was the star of 2015. It had everything, including exclusivity, which was a little in short supply if we're honest with GT-Rs and 86s being the main order of the day.



Do manufacturers attend?

They certainly do. Last year Ford used SEMA to launch the new Mustang into the spotlight, shipping cars to countless tuners just weeks before the event to work their magic on. Honda did the same with the Fit (Jazz), displaying no less than eight heavily reworked examples at the heart of its huge stand. Many of you will remember the Tjin Edition Fit with its unbelievable custom metal wide-arches and Air REX suspension. Lexus teamed up with wheel giant Vossen to build what was possibly our favourite stand of SEMA. Having

both a modified LFA and new RC F on show was mightily impressive. Most in attendance had never seen either of the flagship performance models in the flesh, let alone modified versions.

Scion (Toyota) also got in on the action, shipping out three FR-Ss (GT86s) to media outlets prior to the show to see who could build the best. In the end, it was our friends over at Speedhunters who conquered the Scion Tuner Challenge with their retro-themed, Cosworth-charged rendition.



Does anyone famous attend?

They sure do, but only those from the car community. Last year we caught up with Rutledge Wood (*Top Gear US* presenter), Kei Muira (head of Rocket Bunny) and Wataru Kato (head of Liberty Walk) just to name a few. Outside, Barry Meguiar (founder of Meguiar's car care products and *Car Crazy* presenter as aired on Discovery's Velocity channel) heads up a live stage, interviewing those from the wider car community. Essentially, if you're into your cars you'll spot some big names.



How much will hotels and flights cost?

You can plan your trip super cheaply or live the life of luxury while in Vegas. The sky literally is the limit with the Cosmopolitan probably being the pick of the hotels. If you reside somewhere in the middle of those two budget camps, you can bag yourself British Airways flights and a week's stay at what most reviews would classify a four star hotel like the MGM Grand or Monte Carlo for around £1000 all in. You may have to hunt around for those deals but they're out there.

Where shall I eat?

Anywhere! If you enjoy watching *Man v Food* you'll love Vegas as there's countless eateries offering big burgers, brisket and mountains of smothered nachos. One spot we were put on to is Diabolos, situated in the Monte Carlo hotel. The food is great, the portions are huge and the prices are reasonable. It's lively and loud and the service is great.

Where else can I visit in Vegas?

SEMA runs over four days and in order to see everything you'll need all of those days! Other than that, the main strip at Vegas is where it's at with the hotels being the main attractions. Each one is themed and has free entry. Probably our pick is the Venetian. Also popular are helicopter tours over the Grand Canyon and Hoover Dam which can be had for under £200. If you can, grab a steak in the rotating Stratosphere tower as the views are immense and be sure to save lots of room in your luggage for trainers as they're cheap from the North and South Premium Retail Outlets!

Will Banzai be there?

We sure will! Editor Simon will be on hand taking in the show so make sure you say hello to him if you spot him out and about. We'll also have thousands of copies of the November issue to give away from the International Publications section so come over and bag yourself a free copy of the mag! See you there!

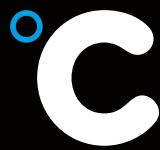
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| Z33 Nissan 350Z |



YELLOW F E V E R

Steven Toner's multi-award-winning 350Z has received a serious makeover and it's now become a lot brighter and better...

Words: Daniel Bevis

Photos: Gordon Irvine

Z33 Nissan 350Z |



There are myriad reasons for building a project car. For some, it's the sense of fulfillment that comes from crafting something to reflect a lifelong yearning – a vision harboured from childhood and ultimately manifesting itself in a grasped shaft of sunlight that had always been just out of reach. For others, it's the heady thrill of taking a car that no-one's ever modified before, be it a showroom-fresh and brand-new model or an obscure classic. Some do it by necessity in order to promote a business. But for certain characters, like Steven Toner, it's a rather more cerebral and urgent endeavour. Their reason for modifying is simply that they can't sit still, they always have to be pushing onto the next thing.

"I've owned a few interesting cars in my time," he grins. "An Audi A3 on air, a Nürburgring edition Astra VXR, a Mk4 Golf – again, on air – and my most recent, a MINI Cooper S that I built for the Cleanfest show." This is a guy who's elbows-deep in the show car scene, that much is obvious – whereas many spectate, Steven is properly and proudly involved in the creative angle, and it just wouldn't be the right thing to do to turn up at shows year-on-year in the same car. Whatever would people think?

The 350Z we see here was acquired in bone-stock form, in order to act as an interesting Eastern counterpoint to his broadly Western proclivities. One of the key benefits of this, is that whereas those European hatchbacks all have perky motors

and plenty of tuning potential, the 350Z has a whacking great V6 with all the power going to the rear, so it represents a pretty forthright step up the performance ladder from the off.

A further advantage is that Steven purchased a 2008 model, a 313 GT, which the Z-car nerds among you will rightly identify by its bulbous bonnet bulge as being the uprated iteration featuring the big-lunged VQ35HR motor. The '313' in the name gives a clue to the horsepower output, and that can only make for a fun project base!

As you might expect, Steven was viewing this fresh acquisition as very much a blank canvas: "It was always going to be on hydros," he shrugs. "The install was carried out with Rayvern Hydraulics equipment, and it's a custom setup with pillowball top



Engine & Transmission: VQ35HR 3.5-litre V6, twin Nismo induction kits, custom manifold-back stainless steel exhaust including de-cats and Cobra Sport Y-pipe

Chassis: 9.5x19" (front) and 10.5x19" (rear) Rota Grid Drifts in matte Frozen white, 30mm and 35mm spacers, Rayvern Hydraulics suspension with custom pillowball top mounts, Eibach camber arms

Exterior: Vinyl wrapped in Sunflower yellow including boot and door shuts, Tarmac Sportz GT front lip, side skirt extensions, Top Secret carbon-fibre diffuser, Japspeed carbon-fibre spoiler

Interior: Bride Low Max red recliners with carbon-Kevlar backs, retrimmed in tartan with matching doorcards, gaiters and hydraulic install, red Luke harnesses, OMP Corsica steering wheel with NRG boss, JDM dildo gear knob, Alcantara headlining, Samsung tablet moulded into custom dash binnacle

**"You can't blend in anywhere. It's bright yellow.
With that and the massive wing,
it is a proper head-turner"**



mounts." The Rayvern name should have bleeped eagerly on your awesomeness radar at this point, as it's fairly broadly known that the eponymous Ray has built more juiced rides than you've had hot dinners, each more jaw-dropping than the last (his sensible everyday shop truck is a body-dropped VW Amarok with its sills on the floor for goodness' sake), and what he doesn't know about bespoke hydraulic setups could be scrawled on the inside of one of his parched eyelids. Seriously, the guy's so prolific we can't see when he'd ever get any sleep. In this instance it was one of Ray's setups that was installed by John Peden – he of the D4M LO Porsche 911 fame, and a man who equally knows his hydraulic onions, being Norn Iron's Mr Hydro. There are so many big

names associated with this build it reads like a who's-who of aftermarket culture.

So, Steven's got a 350Z and he's got it sitting on the floor. What next? "I started off with a full respray in Silverstone grey and a set of Rotiform TMBs, but I got bored of that," he recalls. "That's when I started thinking about doing something different, something that'd make it stand out against the other Zs on the scene. I wanted to get it wrapped in yellow, and fit the biggest spoiler I could find. Which I think I've done pretty well!" When he says 'get it wrapped', Steven's modesty belies the fact that he applied the Sunflower yellow vinyl himself along with a mate. And if you're sitting there thinking 'how hard can that be?' then perhaps you should give it a try – wrapping is trickier than slapping on a few sheets of

sticky-back plastic and working out the air bubbles with a squeegee, it takes all manner of measuring, cutting, swearing and gritted teeth. Turned out well though, didn't it? It's a thorough job, too – not just the external panels, they also coated the boot and door shuts so that it wouldn't look weird on a showground with its orifices exposed.

All of this allows you to enjoy the interior on a holistic and cohesive level, which is a good thing as it's a colourful place to be. Steven's opted for a set of bright red Bride Low Max buckets, complete with racy carbon-Kevlar backs. Furthermore, their centres have been retrimmed in tartan by AB Customs, who also did the gaiters, doorcards, hydro install and dash to get it all matching. The dash binnacle in question is noteworthy too, being a custom-

Z33 Nissan 350Z |



formed aperture to house a Samsung tablet. Bit different to the stock Nissan radio, eh?

"I started sorting this look for the new show season, and this is how it ended up," says Steven. "The BGW is a Japspeed carbon-fibre item, and I also went for a GT front lip from Tarmac Sportz and a Top Secret carbon-fibre diffuser at the back." All of this makes it look brilliantly aggressive, which is perhaps a surprising thing to say about a yellow car.

You'd think that slathering it in a shade called 'Sunflower' and then painting the wheels Frozen white (they're 19" Rota Grid Drifts, incidentally) would make it look like Mr Happy, whereas the reality is far closer to Mr Really Quite Annoyed. The juxtaposition of the carbon fibre elements at the rear and just how close to the ground the whole thing is

really does exude a keen whiff of malice.

"You can't blend in anywhere in this car," Steven laughs. "It's bright yellow. With that and the massive wing, everyone stops and stares wherever you go, it is a proper head-turner." And that, of course, is what it's supposed to be – it stands head-and-shoulders above every subtle and serene 350Z on the showground by virtue of the fact that it is, to all intents and purposes, running about like a kid on blue Smarties shouting 'look at me, look at me' – you can't really ignore that sort of behaviour. Even if you're not a fan, you can't help but admire the chutzpah.

As you might expect, however, this summery aesthetic is merely a fleeting whisper in the flowing narrative of Steven's automotive career. With a few shows under its

belt, that yellow vinyl has already had its death warrant written by the creator's overactive imagination. "As we speak, the car's stripped down and ready to go off for paint," he says with a sly grin. "It's time to start it all over again – new paint, new wheels, new exterior parts, all to make sure its third evolution is a totally different look to what's gone before. I'm not giving anything away, you'll just have to look out for it at future shows..."

So this is the time to place your bets, then. Which direction will the Z be going in next? A return to the subtlety of its first iteration, or will it somehow become even more outrageous? Only time will tell, but you can be sure that it'll all be done right – fresh ideas, quality parts, impeccable craftsmanship. Because this guy just cannot sit still *



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Featured: "Ultimate" Intercooler Kit

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It's always been our intention to do something a bit special with this car as its tuning potential is immense and they seem to be falling into the hands of Nurburgring bashers, track day nuts and fast road enthusiasts alike and for sure its going to be fairly hard to find an un-modified car in a year or two. With this in mind we thought it would be a neat idea to build our new range of products so everything is reversible... by this we mean you won't have to cut, bend, adjust or modify any part of the car to fit our parts and with regards to the intercooler kit, there are no modifications required to the OEM plastic cowlings or alloy bumper bar so of course, no compromise to safety. Everything you need is supplied in the box and when you are done with the car, take the kit of and sell it! For the intercooler, we have built two different versions, The "Pro" and the "Ultimate". Both coolers have the same core and hand-built end tank design, and are supplied with an alloy air scoop fitted to the cooler and of course all the mounting hardware to fit the cooler. The main differences are in the pipe work...

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TO THE EXTREME

Words: Simon Holmes Photos: Si Gray

The Gatebil name has gained quite a reputation over the years. Its various events are well-known to petrolheads throughout the globe for bringing together all things extreme. We're talking huge power cars being thrown round tracks, mostly sideways and with enormous commitment, in front of large crowds of fans. It's a spectacle that attracts awesome cars and drivers from all over the world, although it's helped by the fact that the Scandinavians seem to build crazier

cars than just about any other nation on the planet. Virtually every other car, regardless of make or model, seems to be fitted with a single turbo 2JZ, whilst sequential gearboxes, part space frames, crazy aerodynamic aids, huge tyres and radiators mounted in the boot all seem pretty much the norm.

This year's main event was held at the renowned Rudskogen circuit, which is a firm favourite with our friends from Northern Europe. Some of the angles the drivers manage to hold, even on the straights, will leave you

The Gatebil shows never disappoint and this year's Main Event was no exception, thanks to the cars, crowds and, of course, the driving...

amazed. MkIV Supras and AE86s seemed firm favourites when it came to Jap cars, although there was plenty of variety, from Skylines and S-Body drift cars to modified classics. We even saw an extreme twin-engine Frankenstein EP91 Starlet packing over 1200bhp! Of course, not everything was set up for drifting and there were a good deal of dedicated 'grip' cars added to the mix, such as circuit, sports and Time Attack cars all trying hard around a two-mile circuit. If you ever get the chance, you should go to a Gatebil event.



Gatebil Main Event 2015

Show Down

It wasn't just pure track action at the Main Event, there was also a separate exhibition area displaying 600 of some of the most spectacular show cars from across the whole of Europe. There were numerous categories and trophies on offer and the overall standard of machinery was incredibly high, with just everything on display from perfectly finished show cars to all-out racers.





About Gatebil

Gatebil isn't just a single show or event. It is in fact six separate shows that are held throughout the year in both Norway and Sweden. All feature the same extreme theme of captivating car control, amazing machines and some heavy partying thrown in, too! This year's Main Event ran for three days over July so, needless to say, there was plenty to take in!



Gatebil Main Event 2015

Super Slide

This year's event also hosted the World Powerslide Championship which bags the winner a trophy for the most dramatic, spectacular and crowd-pleasing drifting on a selected part of the track. It was the third time Gatebil had been home to the event and it saw 80 entrants from all over the world try hard for the top spot, competing in a huge variety of machines. Robin Alsaker took the overall win in a MkIV Supra ☀





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| R35 Nissan GT-R |





RE- ENGINEER *for the* REAR

Nissan never intended for the R35 GT-R to be rear-wheel drive only but that hasn't stopped Simon Perry skillfully building his own to go drifting with...

Words: Simon Holmes
Photos: Chris Wallbank



"I tackled each of the problems with the same approach: by working out the solution to the issue and moving on to the next one"

As Simon Perry, the owner of this imposing pink R35, talks me through the process of re-engineering the Japanese supercar to become a rear-wheel drive drift car, I can't help but smile at the contrast. The current GT-R is renowned for its extreme level of grip, huge refinement and immense ability yet this car puts an altogether different angle on that. I do wonder what the original Nissan engineers behind the R35 would make of it all...

Hopefully, they would appreciate that Simon has managed to successfully, and significantly, alter the car's sole purpose. Although it's still street-legal, it's very much a designated drift car, designed to take on the best in the closely fought British Drift Championship (BDC). But

transforming the car to become solely driven by the rear-wheels was no easy feat, as a GT-R was never designed to house a separate gearbox and rear axle. What's even more impressive is that Simon converted the car in just seven short months!

The reason for the strict time limit was simple: he needed a new drift car in time for the 2015 season. Simon has competed in the BDC for many years and previously piloted the Lassa Tyres-sponsored R33 Skyline. But after several years of development, it was time to move on. "I felt I had taken the R33 to the limit. I had changed so much of it and developed it as far as it would go," he tells us. "I was at a crossroads and in two minds over what to do. So I asked my sponsor, Lassa Tyres, what it would like to do. It has always

been great to me and has helped both with the build and the motivation. We decided we were happy to continue but we needed to go big."

Big meant better, in every sense of the word, so the search began for a new car to build. The R35 was the obvious choice but other options such as a Nissan S15 or a V8-powered Vauxhall Monaro, were also considered. None quite appealed in the same way, though. "I'm a Skyline man through and through," Simon admits.

With a deadline set for the first round of the BDC, there was no time to spare and a complete road car was sourced within a matter of days. Simon drove it around for a week to get a feel for it, before taking it to see his friend Paul at Japspeed who kindly lent him a ramp for a few months. Once in the air,



the car was systematically stripped down and anything of value, which was virtually everything – from bits of plastic trim to the gearbox, was sold to recoup some budget. Then it was just a matter of undertaking the daunting task of converting a finely engineered four-wheel drive R35 to become a rear-wheel drive drift machine! “To be honest, the work didn’t scare me,” tells Simon. “I tackled each of the problems with the same approach: by working out the solution to the issue and moving on to the next one.”

The first hurdle to tackle was to fit a conventional gearbox. A six-speed Quaife sequential unit had already been purchased but as a GT-R uses a rear-mounted transaxle it was difficult to gauge what would need doing to even house the gearbox inside the

shell. Luckily, Simon soon found his answer and it was better than he expected. “Once we removed the bellhousing and stripped everything out of the way, there was a surprising amount of room inside the transmission tunnel,” he reveals. “There was so much room that the gearbox fitted within the tunnel without the need for any modifications. The gear lever even came out in the correct position!”

Determined to keep things as simple as possible throughout the build, a modified 350Z bellhousing was used to attach the gearbox to the engine and then attention could be turned to the all important clutch setup. For this task, a custom-made triple-plate clutch kit together with a one-off flywheel, based on a 350Z design, was

supplied by CG Motorsport, who specialises in building bespoke clutch kits and was located locally to Simon. The company was happy to take on the challenge to design and build a suitable clutch for the project but it still took some time and effort to get everything measured up and working as it should, though. “The gearbox was in and out so many times and several modifications were made to the input shaft to make sure the clutch engaged as it should. It was the hardest bit of the build really as it had to work perfectly and it involved a lot of trial and error,” remembers Simon.

With that lot in place, the last piece of the drivetrain puzzle was fitting a new axle. At first, the plan had been to utilise an R33 Skyline rear end but Simon eventually decided

R35 Nissan GT-R



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Adding a clutch pedal...

As standard, an R35 GT-R doesn't use a clutch pedal and therefore doesn't include the provision to add one either! Thankfully, some investigation work when the car was stripped down soon revealed there was a fair bit of free room to add an extra pedal alongside the existing brake and accelerator. "We were lucky that there was plenty of space down there as it allowed us to simply weld a bracket in place and then mount a separate, aftermarket clutch pedal assembly," Simon explains.

The complete pedal part was supplied by OBP and as it fitted straight in without modification, it meant the pedal could be easily swapped if required. It also meant Simon didn't have to go through the complications of installing an entire replacement pedalbox assembly, making the build a whole lot easier.

against the idea. "They are expensive to buy and whilst I didn't want to cut corners, I was still on a budget," he admits. "But I didn't want to complicate or over-engineer the build either, so I wanted to use parts that were easily replaceable, rather than custom."

Further research revealed that a Nissan 300ZX rear axle was actually wider and better suited to the R35's larger dimensions. With an axle promptly sourced, mounts fabricated and fitted in place, only 20mm spacers were required to ensure the wheels filled out the arches.

With a majority of the fabrication work done, the car was sent to SW Motorsport to be treated to the rather comprehensive roll-cage, which included NASCAR-style double door bars. And once the shell was back, it was then just a matter of rebuilding the car,

but despite the time frame Simon wasn't about to rush that task. "We wanted to show that drift cars don't have to look ratty," he tells us. "We wanted this car to have a nice look to it and, where possible, we tried to keep features of the original car, which is why the top section of the doorcards are still there. We could have replaced them with simple sheets of aluminium but we felt it would be better like this."

Similarly, you will find a majority of the electrics are still in working order, although the huge OBP-supplied billet handbrake lever does get in the way of the sat nav screen a little!

In the back, the cage dominates the interior, along with the rear-mounted radiator, of course. "We did that for a couple of reasons," Simon explains. "First of all, was

extra cooling and then there was the advantage of putting the weight between the axles, rather than in the front of the nose." A Toyota Supra radiator was selected for the task and, once mounted, was fed air through vents in the rear windscreen which exits via ducting in the lower bumper. A second water pump was added to improve flow once the fans come on but it was the plumbing that proved the hardest task. "It was a mammoth job running all the pipes in aluminium as I wanted as few connections as possible. Fewer connections means less leaks."

An easier task was upgrading the suspension setup, which is taken care of by BC Racing-supplied coilovers and adjustable control arms from Japspeed. To make the most of those, there's a full front-end suspension and steering lock kit by specialist



Engine and transmission: Japspeed exhaust system, mapping by RS Tuning, K&N air and oil filters, Syvecs ECU, ASNU 1100cc injectors, Samco silicone hose set, Quaife sequential gearbox, CG Motorsport custom clutch kit, OBP clutch pedal, Nissan 300ZX rear axle

Chassis: BC Racing coilovers, Japspeed adjustable control arms, TDP steering lock kit, OBP billet handbrake, standard Brembo brakes

Exterior: Carbon fibre bonnet, front wings and boot spoiler by F1 Carbon, home-built wide-arch kit, BC Racing air-jacks

Interior: SW Motorsport roll-cage, Corbeau bucket seats, Lifeline system

Thanks: None of this would be possible without my sponsors, who I'm very grateful for: Lassa Tyres, RS Tuning, Japspeed, F1 Carbon, OBP Motorsport, TDP, BC Racing, SW Motorsport, ASNU, K&N filters, Maxolen Cleaning Products, Samco Sport, Syvecs, Quaife, Owen Developments, and special thanks to CG Motorsport for working closely alongside me for the project



TDP, which was given the challenge to fabricate a suitable package for the R35 after recently completing the recent 370Z kit.

Engine-wise, things were kept simple. Larger 1100cc ASNU injectors and a Japspeed exhaust system were fitted alongside a Syvecs ECU conversion. But other than that the engine was simply given an oil change using a K&N filter and, with the airflow meters removed, a set of K&N air filters were also installed to help it breathe. The car was then sent to RS Tuning for mapping, where it produced a solid 648bhp and 640lb ft of torque, more than enough to be putting through a pair of rear wheels!

Last of all came the styling tweaks and the carbon fibre bonnet, wings and boot spoiler from F1 Carbon were complemented with the

bolt-on wide-arch kit that was custom-made by Simon.

Despite seven straight months of hard graft and plenty of late nights, Simon just missed out on making it to the first round of the British Drift Championship. He has, however, since got some good seat time in the car and is quickly getting used to it. "It feels so instant, even at 3000rpm it's making full boost. It makes it very drivable in the corners. We're still playing with the settings at the moment. We don't run anti-roll bars, which is a first for me, but it drives better without them. I'm still getting used to it but I'm over the moon with it so far. Once it's all set up and done, it will be a weapon. The power, the torque, the handbrake even; everything feels different compared to the R33."

As Simon says, this season has been about testing and getting to grips with the car, the intention being to attack next year's championship in full force. For that, there are more upgrades planned for the car, including fitting a Winters quick change differential, which features easy-to-swap gears to adjust the diff's ratio. It's required because the current 3.7:1 ratio allows for 70mph in first gear and 96mph in second! The car is also being sent to master fabricator Huxley Motorsport to go on a strict diet to lose some weight, as it currently weighs in at 1600kg.

Then it's a matter of developing the car's settings further in order to fine-tune the package, which can take some time as those Nissan engineers didn't exactly make it easy to turn a GT-R into a drift car! *



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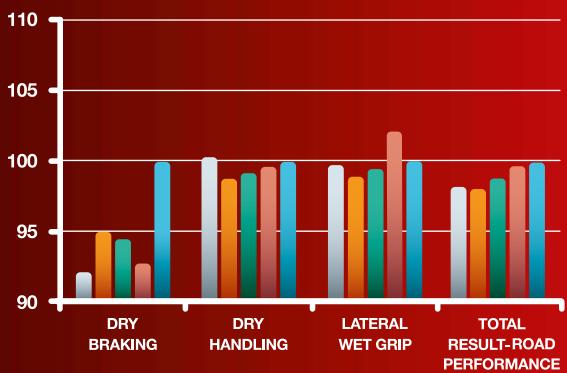
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| AP1 Honda S2000 |

LEGAL HIGH

Meet Bruno Fernandes, the lawyer who's built an S2000 with enough pedigree and quality parts that it could be used as a demo vehicle for Japan's entire tuning industry...

Words: Andy Basoo Photos: Vasco Estrelado





AP1 Honda S2000

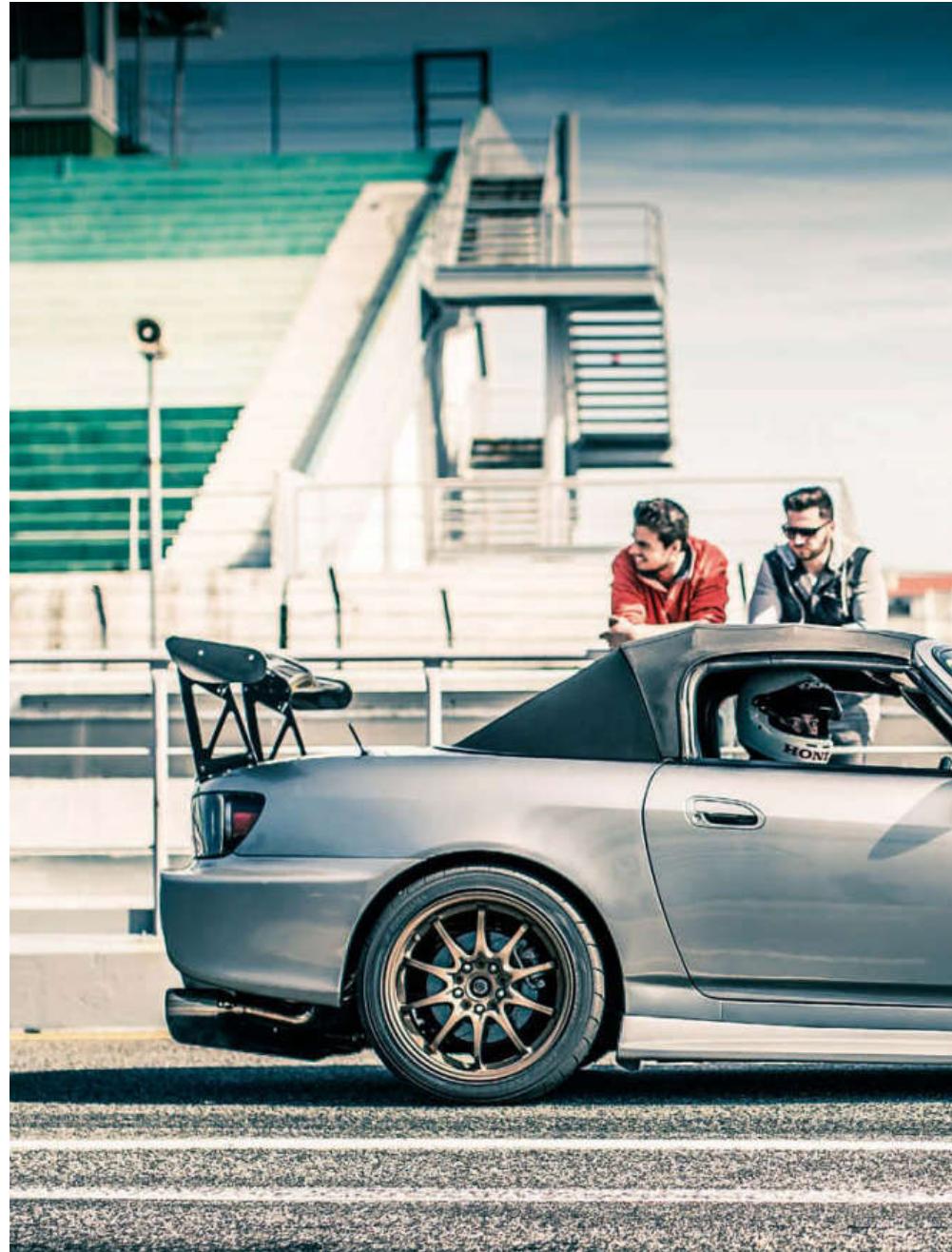
Ordinarily, we view the law as a hindrance to our wonderful tuning scene. Around the world, various laws have been passed that restrict us from buying the cars we want or fettering them in the way we'd like. For example, emission laws in the US have restricted most enthusiasts from owning Skylines. Some European countries like Belgium have enforced strict safety regulations that rule out the fitment of countless performance additions. Think more locally and even emission-based taxing calculations here in the UK price many of us out of owning the models we'd ideally choose. Now, we fully appreciate why safety and environmental laws are in place, and have utmost respect for them, as long as they're implemented within reason of course.

But, when 37-year-old Portuguese lawyer, Bruno Fernandes got in touch and explained he had a car we might be interested in, we didn't hold out much hope! "This S2000 is my personal car," he began. "It's my project, my fun car that I use wisely both on the street and on track." Notice the clever use of the word 'wisely'? We certainly have a lawyer on our hands! The 'track' element of his comment though had us interested. It transpires that this is one of the finest S2000s we've come across. It doesn't pack massive power or sport the widest body kit we've ever seen but what it does possess is a phenomenally premium spec list, hence why we used the superlative adjective 'finest'. What's more, this isn't simply a money-no-object build with every part from the catalogue thrown on for the sake of it. Instead, this is a carefully thought-out Honda, one built for purpose.

"It all started when my mother bought a '93 EG5 Civic during my childhood," Bruno continued. "I enjoyed reading US and German tuning magazines, well... US magazines. I couldn't read German but I loved looking at the pictures! The tuning scene here in Portugal is basically non-existent, so I had to look elsewhere. When I turned 16 or 17 I bought some parts for my mother's Civic. It was basic things like a Lightspeed intake, Remus exhaust and some clear taillights, but here in Portugal, everyone loved the car."

When Bruno turned 18, his parents gave him the Civic. We've never spoken to Bruno's mother, but we can't help but think she was probably pleased to pass on the raspy Honda! With the Civic now in his possession, the modifications kept on coming, with uprated suspension, Sparco buckets and a Wings West body kit all finding their way on to the car before Bruno changed it up for an EK4. Since then he's also owned an '88 Corolla GTi, EG6 Civic, a JDM DC2 and he even became the proud owner of an NSX for a spell too, but for him, an S2000 was the real weapon of choice.

"I've been a fan of the S2000 from day one, when they were released in 1999," Bruno confessed. "My brother bought a Monaco blue S2000. It was one of the first S2000s in Portugal and the car's remained in my head ever since. When you get behind the wheel, the emotions it can transmit to the driver are unique. You can feel the screaming VTEC till 9000rpm in your heart. All the vibrations of the road and the sweating of your palms



when you start pushing the limits. It's just an emotional roller coaster!"

It's fair to say Bruno has been won over by the S2000 magic. Heck it sounds like he wrote the sales brochure! But it's really nice to meet someone with his kind of enthusiasm and passion for their car. The Corolla, EG6 and DC2 mentioned earlier had all been full-on track builds with the Civic and Integra both being Spoon-themed. When Bruno finally purchased his 2005 AP1 S2000 in 2006, he figured it needed to be equally as capable as his previous circuit weapons. One thing he'd learned, though, is that he also wanted a fun car for the road too, so this was to be a build for both disciplines.

"The S2000 engine is virtually at its maximum from the factory," he explained. "My idea was to allow the F20C to fulfil its potential, so I ordered a carbon fibre Mugen Power intake and Spoon 70mm throttle body to improve breathing. A Spoon header and HKS SSM exhaust were next and I purchased a Mugen N1 ECU to control the new setup. I

sometimes fit some of the easy parts myself but I leave most of the important work to two friends at Import-JDM and Touge Racing Service. Their experience means they'll always do a better job than me!"

With those additions in place, the S2000 was found producing a healthy 245hp and 155lb ft of torque on a local Bapro dyno. Most stock S2000s tested on the same dyno produce around 230hp so a 15hp increase was most welcome. Bruno then overhauled the transmission with a Spoon clutch, lightweight flywheel and 4.44 final drive. "The engine response is now totally different from stock," he stated. "It's now a happy-revving machine without any hesitation. It pulls from low rpm now, but it's still perfectly reliable. Put some fuel in the tank, check the tyres and you're ready for a track day. The odometer now reads over 175,000km!"

While many will argue that 245hp isn't nearly enough power to get excited about, it's clear Bruno has been satisfied with the S2000's power and power delivery. The main



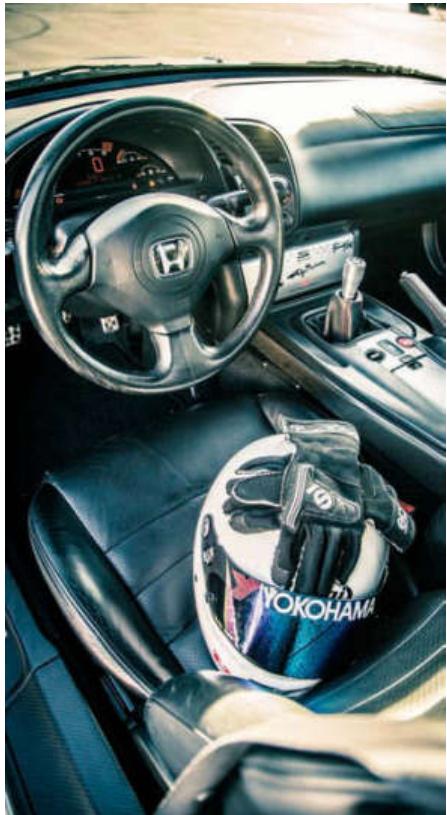
Above: Spoon S-Tui Version II aero kit is thought to be one of the first outside of Japan



"I've been a fan of the S2000 from day one, when they were released in 1999"

Left: Bruno enjoys racing his brother in his 911 Turbo, often with very interesting results...

AP1 Honda S2000



reason for his contentment is his track experience. Bruno spoke in some detail with us about the importance of cornering speed and it soon became clear that to him, a beautiful harmony between chassis and aerodynamic downforce is where his focus and driver enjoyment lies. Let's consider the chassis first of all...

Honda's S2000 was a front, mid-engined RWD platform that emerged out of Japan with a 50:50 weight distribution, which is why the F20C VTEC lump is positioned so far back in the engine bay. Countless enthusiasts love the agility of the S2000's chassis, but some found it too hot to handle. This was one of the reasons a raft of suspension alterations were made from 2004 onwards, all designed to reduce oversteer and build confidence.

Bruno, though, wanted to exploit the Honda's excellent balance with an altogether more hardcore setup. The first port of call was a set of Öhlins DFV coilovers. The DFV stands for Dual Flow Valve technology, which simply put, means there is an additional valve that opens freely to allow oil in the damper to escape at very high shaft speeds. In real terms, imagine a wheel hitting a pot-hole, a bump, a crest or even inside kerbing on an apex. The rapidly escaping oil stops the wheel 'bouncing' into the air and instead keeps it in contact with the Tarmac for maximum grip and control.

With quality coilovers sorted, Bruno turned to Spoon once more for a Rigid Collar kit. These beautifully simple components sit between the subframes and the body and perfectly align the two. Honda manufactures the bolts that fix the two together to be noticeably smaller in diameter than the holes they sit in. The reason for the difference in size is to speed up the assembly process, but it does mean the subframe and body are usually not aligned correctly from the start and move around under heavy load. This

An all-star line-up of premium parts include Volk wheels, Spoon calipers and Project Mu discs...

obviously makes it near-impossible to set up geometry correctly and the movement can even have an undesired spring effect. A serious competition vehicle often has these sections welded together to remove that movement, but that simply isn't practical on a private road and track car. The Spoon items are tapered aluminium collars that line up the subframes and body and eliminate that movement. Most users report a more predictable feel post fitment, claiming to be able to pinpoint the grip levels of the tyres and movement of the suspension more clearly. Improved handling predictability is obviously a major benefit in an S2000.

Working on the same principles, Bruno has fitted a full complement of Powerflex polybushes, along with Spoon rigid engine, transmission and diff mounts. Chassis flex has then been reduced through an ARC titanium strut brace and Cusco front and rear anti-roll bars, not to mention the Safety21 roll-cage.

"The S2000 is a more stable and controlled car now on track," Bruno reviewed. "The corner speed has increased a lot which has given me more confidence and brought my lap times down. My brother has a 911 Turbo and one of my most fun moments in the car was battling with him at the Portimão Autodrome. The S2000 was a pain in his backside. What he could gain on the straights, I was making up in the braking zones and through corners. I'd fitted the Spoon calipers, Project Mu discs and Dixcel pads by that point."

Also helping his cornering speeds is the Spoon aero. This is the Version II of the Super-Taikyu (S-Tai) kit and Bruno believes it represents function in its best form. This kit is used on Spoon's race cars for endurance racing in Japan because it increases downforce, reduces air resistance and controls air more effectively under the body. As far as Bruno is aware, this was the first



**“We've found a compromise
for the road that allows me to
have a good blast on track too”**

AP1 Honda S2000



street kit to be fitted outside of Japan, making it rather special indeed. "I couldn't believe how much I had to change my driving style on track," he conceded. "With the kit fitted, the car feels so planted blasting through the corners. Probably the hardest part of the build was dialling in the chassis to work most effectively with the aero and finding a compromise between track settings and on the road. If I go full track I go faster but kill the AD08R tyres in no time, so we've found a compromise for the road that allows me to have a good blast on track too."

While the chassis setup and race-proven aero no doubt helped Bruno mix it up with his brother's 911 that day, the two recently met again at Estoril. This time the embarrassed 911 was sporting a new intake, exhaust and remap, while a roll-cage and sticky Michelin rubber were also in place. It meant the 911's cornering speed deficit had been reduced and with the added grunt down the straights, Bruno was struggling to keep up in the S2000. "It's got me thinking about an HKS GT supercharger kit," he admitted. "The cornering speed is there and I still love the experience of screaming the engine to 9000rpm, but I need a bit of extra boost to keep up down the straights and I like how the HKS kit works."

It seems our man of the law has an addiction to speed, fuelled by a little healthy competition with his brother. Whatever his motivation, Bruno is someone with a deep-seated passion for tuning Hondas, a passion that even took him to Japan in 2009 for the S2000's final production tour where he met the car's project leader, Shigeru Uehara and had him sign the radio cover. He visited the Mugen headquarters and Spoon Sports Type One Shop too and chatted in-depth with the top personnel there, which goes a long way to explaining why only premium parts have been fitted to his S2000. It's a build of the highest order and we're thrilled to have it grace the pages of *Banzai* magazine *



Engine: F20C 2.0-litre four-cylinder 16v VTEC engine, Mugen Power N1 ECU, Mugen Power carbon air box, Samco intake hose, Spoon Sports 70mm throttle body, Spoon Sports headers, PasswordJDM Kevlar header heat shield, 70mm Invidia de-cat pipe, HKS SSM super-sound-master exhaust, Mugen Power thermo switch, Spoon Sports thermostat, Koyo aluminium radiator, titanium radiator stays, Koyo high-pressure radiator cap, Samco radiator hoses, APR carbon cooling plate, Okada plasma coil packs, Odissey PC680 lightweight battery, Password:JDM lightweight battery stay, Spoon Sports Kevlar sparkplugs cover signed by Spoon President, Spoon Sports oil cap

Transmission: OEM six-speed manual with

Spoon Sports 4.44 final drive, Spoon Sports clutch kit, Spoon Sports lightweight flywheel, Spoon Sports driveshaft spacers

Chassis: 7.5x17" (front) and 9x17" (rear) Rays/VolkRacing CE28N wheels with 215/45 and 245/40 Advan AD08R tyres on the front and rear respectively, ARP wheels studs, Project-Kicks R26 lug nuts, Spoon Sports front brake calipers with Project Mu SCR-PRO discs and Dixcel RA-type brake pads, Dixcel rear discs with matching RA-type pads, Goodridge stainless brake lines all-round, Castrol SRF brake fluid, LRP Performance brake master cylinder stopper, Öhlins DFV coilovers, full Powerflex bush kit, Spoon Sports Rigid Collar kit, Spoon Sports rigid engine mounts, Spoon Sports gearbox mounts, Spoon Sports

differential mounts, ARC titanium front strut brace, Cusco Y-beam bar, Spoon Sports rear control arms, J's Racing rear lower tie-bar, JDM-spec OEM crash-bar, Spoon Sports zero bump steer kit

Exterior: Spoon Sports aero kit comprising S-Tai Version II front and rear bumpers, S-Tai Version II carbon diffusers, bonnet, mirrors and GT wing, Voltex Racing carbon Type II side skirts

Interior: Safety21 five-point roll-cage, Spoon Sports gear knob, armrest, gear gaiter and handbrake gaiter custom finished with Alcantara and red stitching, Password:JDM carbon centre console, Honda premium mats, Alpine CDE-178BT radio with RCF speakers, radio cover signed by Shigeru Uehara and his project leaders



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FINE TUNING

The all-new Tunerfest shows promised performance car action and entertainment in hefty doses. We headed to Brands Hatch to see what all the hype was about...

Words & Photos: Sam Preston



Injecting some new action into this year's show season was the duo of Tunerfest events held in June and July. We checked out the 'South' instalment, held at Brands Hatch (with the 'North' event being held at Oulton Park shortly afterwards in an attempt to appeal to as much of the country as possible).

Brought to us by the same team that puts the Time Attack UK championship together, we knew we were in for a treat, as Time Attack always proves to be a very entertaining race series.

What's Tunerfest all about, then? Billed as a set of events to showcase modern and iconic performance cars from across the UK, it's easy to work out why both versions are held at prestigious race circuits. The track action was constant and varied throughout the day, coinciding with some of the finest static road car displays flanking the circuit in the paddocks.



Tunerfest South |



On track

For those not throwing their own cars around during the public track time sessions (which unsurprisingly went down a storm), there was a wide array of wheeled beasts flying around the smooth Tarmac under the sunny skies. Picking a spot of grass in Brands Hatch's stunning grounds and setting up camp for the day seemed to be the route that most of the content punters went down.

The headline act was the Time Attack guys battling it out for round three of the series. The brilliant conditions meant that some special performances were always going to be witnessed, but when the Time Attack lap record was broken during the warm-up round, we realised just how special it was going to be!

Hot off the back of the news that they would soon be representing the UK in the World Time Attack series, Gareth Lloyd and SVA imports were on top form in their monstrous Evo, managing to clinch a time of 45.043secs in the competitive heats – a full second quicker than their record-smashing warm-up lap! Full results of this momentous leg can be found on the Time Attack website: www.timeattack.co.uk.

With demanding gradients and turns throughout, Brands Hatch isn't a circuit synonymous with drifting. This therefore made the sight of pro drifters Steve 'Bagsy' Biagioli, Mark Lappage and Matt Tilyard sliding around the Indy layout even more spectacular. With competitive drifting events banned from the circuit and just a limited number of drifting displays happening throughout the year, this was a rare sight indeed.

Also on track were some historic Formula 1 cars from through the ages, allowing the crowd to escape back to the days where an ear-splitting roar filled the air at F1 events.





Best of the rest

Even away from the track, Tunerfest succeeded in ensuring that there was no end to the entertainment for those who'd made the journey down for the day.

Amongst the Caterham rides, the chance to give a rally-prepped GT86 a thrashing around the circuit's off-road course and even a proper go-karting setup, the static show was also a big hit.

Several car clubs and trade stands were on hand to show off their latest goodies, and the show 'n' shine event saw some really special metal taking to the stage.

Amongst our favourite Japanese cars present were RK Tuning's beautiful Bathurst replica R32 GT-R (for which this was its debut appearance – for the full story look through *Banzai*'s September '15 issue), JDM Garage's supercharged V8 S15 Silvia and Torque GT's recently-imported and super-rare R34 Skyline M-Spec.

Winning the prestigious Kleers 'Best Paint' award was Dale Hodges in his icy white Celica GT-Four (seen in the December '14 issue), proving that old JDM cars can still cut it amongst some of the finest show cars in the country.

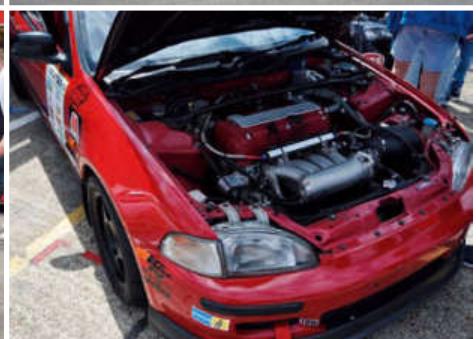


Tunerfest South |

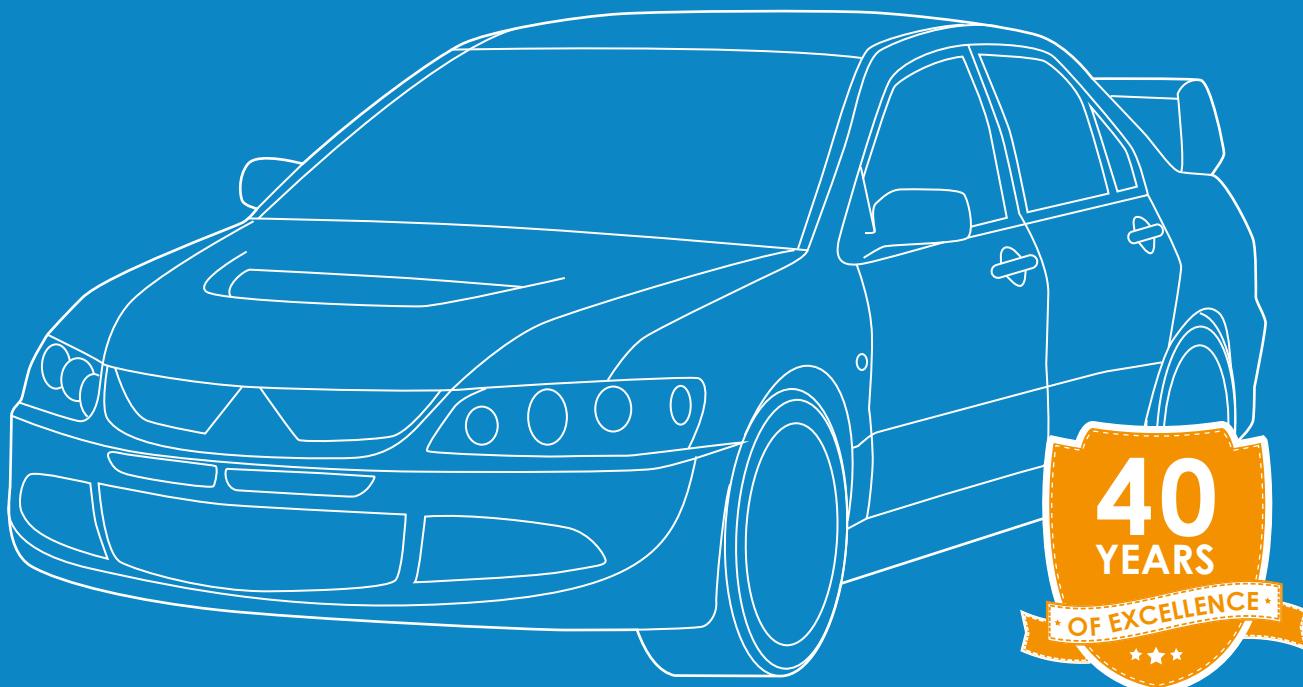


If you don't attend many events throughout the year, Tunerfest should be one to look out for. We can't remember the last time we saw such a diverse selection of automotive exotica take to the track over a single day, giving those who attended a deliciously broad slice of car excitement.

With an equally as successful (and sunny!) Tunerfest North also under their belt, the organisers are already securing the final dates for the 2016 events. We imagine this is a set of shows that will only get bigger and better, so count us in! *



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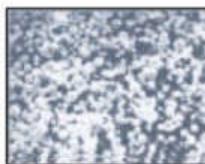
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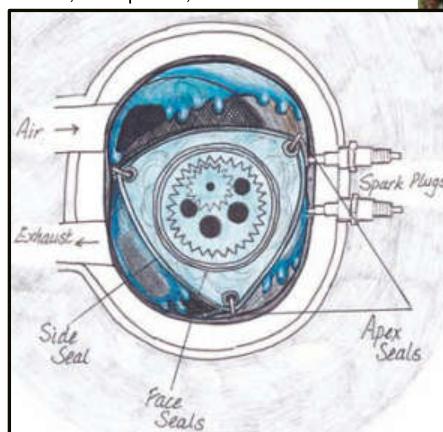
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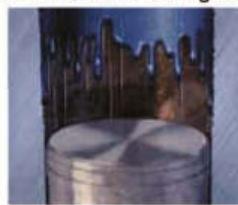
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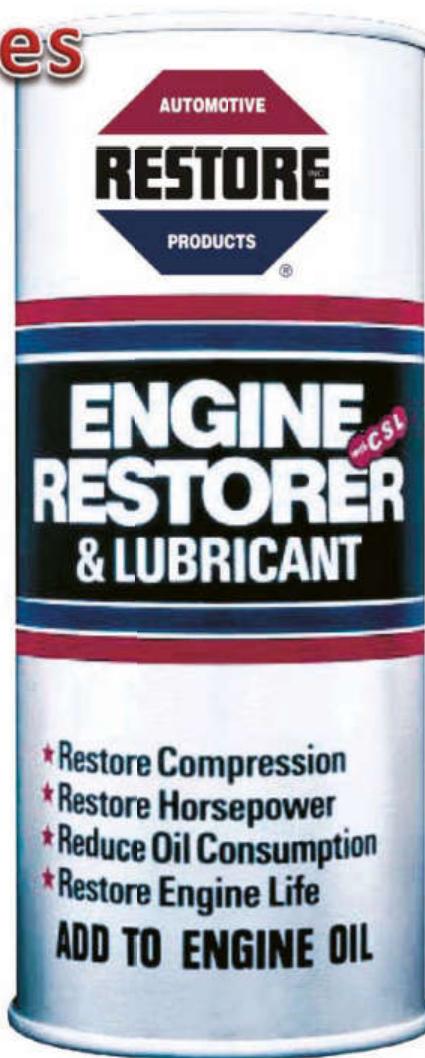
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Almost a miracle for my RX8 (hales7341)

Worked very well, RX8 performing much better. – Would definitely use again. (shaansham)

18yrs as a tech! already halved the hot start time 1hrs running. I'm impressed! (blacktoy04)

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When we spotted Clive Haynsford piloting his seriously rare Mazda RX-4 around Castle Combe at this year's Japfest, often door-to-door with other cars and with an air of urgency akin to that of a BTCC driver, we knew this was one man we needed to get to know.

Clive heads up the European division of Racing Beat – the US Mazda tuning specialist best known for breaking land speed records left, right and centre with heavily modified RX-7s. If you're not familiar with the firm, we strongly suggest spending an evening on YouTube checking out the amazing feats that company owner Jim

Mederer has achieved on the Bonneville Salt Flats (including the video of his spectacular crash in an FD RX-7 at around 240mph...). With Jim often diverting customers who require specialist advice over to Clive, it's clear that our man here knows his Mazdas better than most.

After Japfest, then, we arranged to meet Clive at Donington Park whilst he did some testing in his other very special car: possibly the only RX-8 in the country with a fully converted twin-turbo FD RX-7 running gear, which he currently races in the Nippon Challenge race series. With his classic RX-4 also sitting in the paddock, we knew a fascinating day of delving deep into Mazda's rotary history lay ahead.

TWO OF A KIND



Clive Haynsford's duo of Mazdas is possibly the most unique collection of rotary-powered cars in Europe right now. And although more than three decades separates them, there's more similarities between these two rev-happy icons than you might think...

Words: Sam Preston Photos: Gary Hawkins

LA2 Mazda RX-4 and SE3P Mazda RX-8



1973 Mazda RX-4 Coupé

'Nice Ford Capri' and 'is that an American muscle car?' are just two of the phrases Clive hears almost every time he takes his Mazda RX-4 for a spin. "I call it 'everybody's car', because everyone sees other cars in it," he explains. But you can't blame them, as only 400 RX-4s ever officially made it over to UK shores (and this includes all of the shapes and sizes – coupé, saloon and estate).

In the Seventies, Mazda's dabbling with the leftfield Wankel engine was stepped up a notch with the release of a range of rotary-powered cars throughout the decade, following limited success with the drop-dead gorgeous Cosmo a few years previously. The RX-2, RX-3 and RX-4 aimed to bring rotary power to as many markets as possible.

As a Mazda apprentice when the brand began getting really serious with the rotary stuff back in the Seventies, it's not hard to see

where Clive's love of 'RX'-badged cars started. "We had the exciting new RX-3s and RX-4s in the showroom, with their wrap-around dashboards, funny shaped steering wheels and even lights in the roof making them feel like aeroplanes. But little did I know that one day I would end up owning one!" Clive recalls.

Although the next 30-odd years of Clive's life would contain an abundance of Mazda action, both on and off the track, his dream car, the RX-4, remained a distant dream. This was until a chance encounter with an ex-works rally driver, that is. "He mentioned he was the son of a Mazda agent who at one stage owned five dealerships," Clive says. "It came to light that he still owned his father's 'stored-away', 33,000-mile Mk1 RX-4, which had been taken off the road 22 years previously."

Sadly, the car was not for sale. But with Clive's mind swimming with memories of working with similar examples of this pretty coupé, combined with help from his friends in the Mazda Rotary Club (of which Clive is the co-founder of), the owner's son eventually



Vinyl interior remains in time-warp condition

Original 12A heart still beats strongly...



agreed to pass the car onto Clive, on the condition that he promised to cherish it for the foreseeable future.

Upon collecting the car and taking it home, Clive's joy was heightened further as he discovered that the car was something of a peach. "It'd been stored in a room in a house that was converted into a garage," he explains. Although this meant that rust was virtually non-existent, the perfect bodywork's paint had suffered a little as a result of the warmth. "Once stripped bare it was literally prepped and painted as if it was a three-year-old car," a gleeful Clive remembers. "I'm so pleased that it wasn't a 'needs-a-new-floor' restoration..." The tatty white paint was replaced with what has become something of a signature for Clive – Mazda's Lightning yellow – which also proudly adorns his race car (more on that later). It's a risky manoeuvre adding a bold, modern colour to a classic car, but here it only succeeds in drawing more attention to the coupé and the stunning condition it's in.

Utter the phrase 'rotary engine reliability'

and the reaction of many will be to flinch, but Clive, an ambassador for reliable rotary power, simply reels off the story of his RX-4's engine to silence the doubters. "The engine had been filled with oil – as per Mazda's recommendation for long term storage," he says. "Once we'd got it home, drained it, and filled her up again, it fired up immediately. The only problem was a sticking thermostat, which was changed and a couple of weeks later I put some trade plates on the car and drove the 100 miles to Santa Pod with no other problems." Who said rotaries were temperamental? It just goes to show that proper engine care can go a long way...

Apart from the respray, the outside remains entirely as Mazda intended, bar the wheels. The style of the America Rocket SS rims adds a little more muscle car feel while the shine complements the gleaming paintwork. Clive is keen to tell us that extra care was taken to ensure the rolling radius was the same as that on the original steelies in order to keep the very Seventies ride height.

As we venture to the interior of the car, we were expecting to possibly find a worn, slightly sagging array of brown fabrics combined with that rather musty old-caravan scent that's typical of so many Seventies cars. However, as you can see from the images, the inside of the RX-4 is factory fresh, too. "As this was a dealer car, even the plastic covers on the back seats and side panels had been left on," Clive remembers. He really struck lucky when he stumbled upon this car! The vinyl-clad interior, therefore, must be one of the best preserved of its kind in the world.

With a slice of history that is so unique to his name, we'd forgive Clive if he locked this car up in a secure barn and sat on it for a couple of decades... but we're relieved he hasn't! "It'll still cruise at 100mph; you've got to remember it's a really light car!" he says. You're therefore equally as likely to see this car bombing around a circuit as you are winning the show 'n' shine event hands-down out in the grounds. Can you think of a prettier car?

RX-4 Tech Spec

Engine: Twin 573cc rotor 12A rotary engine fed by single Nikki carburettor

Performance: Approx 130bhp

Transmission: Four-speed manual gearbox

Chassis: 7x15" (front) and 8x15" (rear) America Rocket SS polished alloy wheels

Exterior: Standard bodywork with Mazda Lightning yellow respray

Interior: Standard



The retro lines draw inspiration from across the globe to create something undeniably gorgeous



LA2 Mazda RX-4 and SE3P Mazda RX-8



2005 Mazda RX-8

As we finally manage to peel our eyes away from the RX-4, we spot Clive (whose now clad in race overalls) performing some preliminary checks on his other car – this RX-8 – before going out to do some testing.

Clive has had almost 30 years' worth of racing experience over several different disciplines, mainly opting for cars with rotary engines to lead him to success. His latest venture is the Nippon Challenge – a Japanese-specific UK race series with fairly open regulations allowing for serious modifications to take place. Therefore his car is sporting

such luxuries including a TEIN EDFC suspension kit, which allows tweaks to be made on-board as you're driving along, saving on crucial paddock time during race sessions and track days. Indeed, Clive's car is the only car in Europe to have gained sponsorship from this prestigious brand. Elsewhere, the car now sports a beefy set of Racingbrake four-pot brake calipers up front, along with the bolt-in Safety Devices roll-cage and all other safety components to fit the race series' regulations.

All very well and good, then, but how on earth can a track-friendly RX-8 ever claim to be as unique as his RX-4? The answer lies in an area we've deliberately skirted around up until this point: under the bonnet. The Super GT class of the Nippon Challenge allows for

engine swaps to be carried out, as long as power remains below 400bhp. Clive has therefore replaced his Renesis engine with a somewhat more legendary 13B lump from an FD RX-7. "You're never going to get 400bhp from an RX-8 engine... but, of course, I had to keep it rotary," Clive laughs.

You may have seen this swap performed before, with a handful of car builders around the world claiming to have successfully achieved 13B swaps into their RX-8s, but Clive reckons his may well be the very first ever properly-executed swap. And it all boils down to the throttle body. RX-8s run an electrical, fly-by-wire throttle mechanism which is also used to supply electrical feedback from the engine to components all





13B swap achieved thanks to some trick throttle body mods

around the car. A quick and easy way to drop a 13B into an RX-8 is to convert this system with a simple throttle cable. The problem here is that all of the information the car requires from the engine is then lost.

The solution was rather complicated and required a large amount of Clive's genius to pull off successfully. Although understandably fairly secretive about the ins and outs of the job, Clive was able to reveal that by using a one-off upper inlet manifold created by Powergains and finished off with some electrical wizardry from electric specialist Brise, combined with a Racing Beat lower inlet manifold originally designed to add Weber carbs, Clive's RX-8's electrical throttle body now successfully controls all of the

electrical systems the car left the factory with.

Impressive for sure, but why was he so keen to do the job so thoroughly? Wouldn't a cable jobby have sufficed, especially for a race car? Clive was quick to reply with a double-pronged answer: "First the Nippon Challenge states that you can only use driver aids if they're already on the car as standard. I like to use things like DSC stability control, especially in the wet. There's no doubting that it makes me faster. Second, I'm a bit of a perfectionist and like to see a job done properly!"

With the engine purring away happily in the RX-8, then, Clive could begin carrying out tuning work that would bring him up to the sweet-spot 400bhp figure, which proved to be a much easier task with a 13B base

behind him. He got the ball rolling by employing the guys from Powergains to port the engine (using a secret custom take on a large street port which aims to combine power hikes with reliability over a race season), along with converting the twin-turbo setup to instead house a hefty single Garrett GT40 blower on a custom exhaust manifold.

This is going to be a deafening car then, right? Wrong! As Clive begins some hot laps as we stand by Donington's main straight, we're amazed at just how civilised the rotary racer remains, even on full chat. This can be in part credited to the Racing Beat 3" exhaust system, which keeps flow at optimum rates whilst muting the car substantially – music to the ears of any UK racer!



LA2 Mazda RX-4 and SE3P Mazda RX-8

RX-8 Tech Spec

Engine: 13B-REW Mazda rotary engine from FD3S RX-7, street ported, Goopy Performance apex seals, single Garrett GT40 turbocharger, Powergains Motorsport exhaust manifold, RX-8 80mm throttle body, custom upper inlet manifold, Racing Beat lower inlet manifold, Racing Beat REV1 3" cat-back exhaust system, TiAL 60mm external wastegate, custom intercooler with APEXi core, modified Koyo RX-7 radiator, custom Adaptronic ECU, 550cc primary fuel injectors with Bosch Indy Blue 1680cc secondary fuel injectors, Bosch 044 fuel pump, HKS Twin Power ignition amplifier, Ballistic Evo2 race battery, custom Brise Motorsport alternator, Davies Craig electronic water pump

Performance: 400bhp

Transmission: Standard six-speed RX-8 gearbox, Clutchnet single-plate paddle clutch, Exedy lightened steel flywheel, standard RX-8 'Super Diff' rear limited-slip differential

Chassis: 8x18" Dotz Exile and 10x18" Enkei alloy wheels with 235/40/18 Yokohama A048 and 265/35/18 Yokohama A048 tyres (front and rear respectively), four-pot Racingbrake calipers with 332mm grooved discs (front), standard RX-8 calipers with 303mm grooved discs (rear), Racingbrake XT970 pads and braided lines all-round, TEIN Mono Flex coilover suspension with EDFC (electronic damping force controller), Racing Beat anti-roll bars and end links, Energy Suspension bushes, full geo setup by TDI

Exterior: Replica Mazdaspeed nose cone, lightened doors and bonnet, R3 RX-8 rear bumper and lights, custom DS Engineering rear wing

Interior: Stripped interior with Safety Devices bolt-in roll-cage, single Momo bucket seat with Sparco harnesses, custom Pilkington Glass lightened front heated windscreens

Contacts/Thanks: To everyone at the Mazda RX-8 Owners' Club (www.rx8ownersclub.co.uk), Powergains Motorsport, Tein UK (www.tein.co.uk), DS Engineering, Essex Rotary (www.essexrotaryspecialists.com), Palmer Bros, Racing Beat USA, Hayward Rotary, Andy and Elliot for their expertise with the ECU



ROTARY RELATIONSHIPS

After spending what proved to be a captivating day with Clive and his cars, it became clear that this is a man who is serious about rotary power. By filling his time with things he loves, in the form of numerous Mazda-related clubs and businesses, he's built something of a rotary family which is only too pleased to offer assistance and advice for Clive's latest ventures. And the

almost entirely unmolested RX-4 ensures that Clive can almost single-handedly educate the masses on the roots of rotary power.

Although undeniably extremely valuable, he's keen to stress that this won't stop him continuing to rack up the miles and enjoying the car. "It's not an ornament!" he insists.

Clive's RX-8 racer achieves exactly what wanted it to: it highlights the fantastic capabilities of the coupé's chassis, even when a whole lot more power is added into the mix. And that engine conversion itself is

something of a wonder, especially when you consider that 90 percent of the work was carried out by our man here in a dingy basement garage with minimal electricity.

What's more, when you see both cars side-by-side, the similarities become instantly apparent. Those angular rear side windows, for example, the pillar-less centre sections and now the magnificent colour scheme which has become Clive's trademark – a sign of an incredible car life both on and off the track *

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WHO IS AIR LIFT?

The Air Lift company has been around for over 60 years, so we took a trip over to its factory in North America to see what makes the company tick...

Words and photos: Scene Media

Take a look at any show, blog or magazine and it's pretty obvious that air-ride suspension has really taken hold. Seen on everything from exotic Italian supercars to small hatchbacks, it seems that air-ride is here to stay. Where car manufacturers might see air suspension as a solution for extra comfort, Air Lift Performance has a different vision. As the world's largest producer of aftermarket air suspension, Air Lift's performance range carries the slogan 'drive it, show it, track it'.

Eager to find out more we headed to the company's HQ in Lansing, Michigan.

Approaching Air Lift's purpose-built headquarters for the first time, you cannot help but be taken aback by the scale of the operation – which is still expanding! During our visit we learned that building works were in full swing, roughly doubling the already expansive premises.

Air Lift's Corey Rosser showed us what made the company tick and guided us through the series of huge buildings during our stay. He may already be a familiar face to

some as he regularly attends UK shows and events. "Everything from design to development and manufacture is taken care of in-house right here in Lansing," Corey explains. Winding through the multi-level office section of the building we opened up the door to the production floor. It's absolutely massive, with individual stations for every stage of manufacture, each manned by a skilled employee. "We're like a big family and everyone is proud to produce the best air-ride solutions possible, right here in our home town," Corey continues. It's plain to see that

Since 1949

While aftermarket air suspension may seem like a recent innovation, Air Lift has been producing air-ride since 1949. In the early days of stock car racing (which later became NASCAR) Air Lift's suspension provided the edge over the competition by individually altering spring rates at each corner with additional airbags. At the end of the race, the air was released and the car could be driven home from the circuit as normal. By adding 1-20psi to the airbag the spring rate could be altered by up to 70kg and represented a very early version of adaptive suspension. When applied to the outside wheels on an oval circuit, the cars were unbeatable.

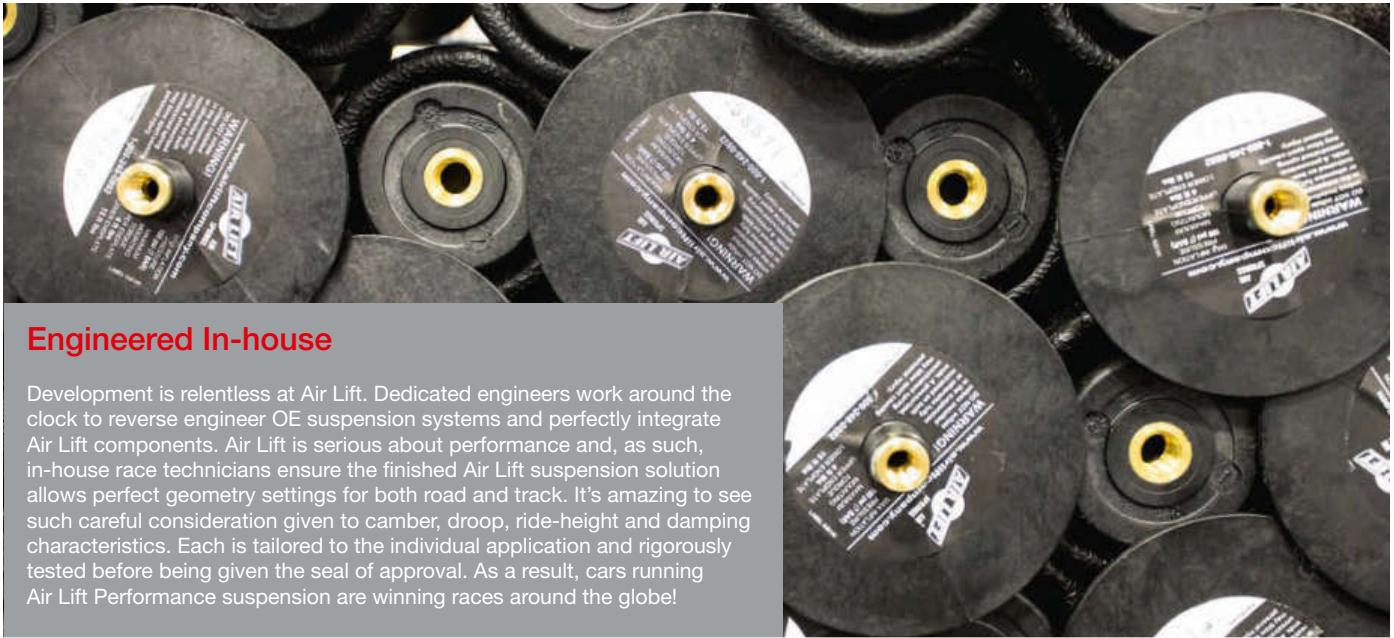


Made in the USA

Air Lift is proud to produce all of its air-ride solutions in-house in Michigan. This provides the unique opportunity to oversee all aspects of production, controlling quality at every stage. The attention-to-detail on the factory floor reaches OE levels of obsession, even top mounts are orientated correctly before the struts are laid in their boxes to ensure the customer has an easy install.



Air Lift profile



Engineered In-house

Development is relentless at Air Lift. Dedicated engineers work around the clock to reverse engineer OE suspension systems and perfectly integrate Air Lift components. Air Lift is serious about performance and, as such, in-house race technicians ensure the finished Air Lift suspension solution allows perfect geometry settings for both road and track. It's amazing to see such careful consideration given to camber, droop, ride-height and damping characteristics. Each is tailored to the individual application and rigorously tested before being given the seal of approval. As a result, cars running Air Lift Performance suspension are winning races around the globe!



incredible care is taken at every level at Air Lift. Everyone knows that each job and every component is vitally important to the function of the overall system and the level of quality control is akin to that of an OE manufacturer.

Moving around the factory floor I was surprised to learn that the integrated control unit and manifolds are also made in-house. Just past the numerous CNC machines, airbag presses and huge reels of air-line, the electronic control boards are mated to the distinctive black cases. "We even made the tool that makes the manifolds," Corey

chuckles. I guess when these guys say *everything* is in-house, they aren't joking! To give you an idea of the scale of the operation, Corey explains that Air Lift gets through a minimum of six million feet of air-line tubing and ten million feet of wiring every year.

Close to the shop floor are the development bays, each with an accompanying engineer. At the time of our visit the development engineers were adding the finishing touches to Air Lift's latest Honda application for the new ninth generation Civic, putting it through simulated cold weather and

vibration testing. Here in the development area vehicles are stripped to component form and reverse engineered to allow Air Lift to perfectly integrate an air-ride system where a coil sprung system once lived. It's a tricky balance of increasing driving performance and maintaining ride comfort while allowing a stunning drop, but it's a formula Air Lift has down to a fine art. With the largest application list in the world, each built with Air Lift's unique attention-to-detail, heritage and technology, it's no wonder Air Lift is a world leader in air suspension technology. *



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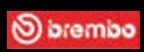
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LONG LIVE THE King

Words: Simon Holmes **Photos:** Chris Wallbank

Making a dyno-proven 500+bhp this WRX STI is the most powerful in the UK and it's all thanks to an EJ22 engine conversion from its predecessor...







For some people, the latest incarnation of Subaru's WRX STI may seem a little soft around the edges. Some may even suggest it's perhaps a little tame in comparison to previous generations of fast Subaru saloons. Admittedly, the styling has taken a notably softer and grown up approach, which can't be helped, and the able chassis makes light work of its 300bhp.

Usually in these situations, things can be made more interesting simply by adding a healthy dose of extra horsepower. However, that's where the WRX falters at the first hurdle, as the standard 2.5-litre EJ25 isn't exactly the easiest engine to extract huge

amounts of power from. But what if you did want to turn your brand-new, road-ready WRX into a Tarmac-devouring monster? With limited options available, the easy answer is to look back, rather than forwards.

That's the conclusion the guys at longstanding Subaru specialist, the Scoobyclinic, in Chesterfield, came to when a customer came to them wanting more from his new Subaru. As a result, the original EJ25 has been removed and the car is now fitted with a trusty EJ22 engine from a previous generation model. But don't be fooled by the car's standard exterior, as the EJ22 is far from original. In fact, with power proven to be over 510bhp, what you're looking at here is the

most powerful WRX STI in the UK.

Installing the new engine and getting it to work like a factory unit wasn't exactly a straight swap either, as we'll explain, but let's start at the beginning. The story of how this humble looking Subaru became the UK's most powerful example of its type is a somewhat familiar one that we've become accustomed to hearing. By that, we mean that the original plans were never to go quite this far! But after some bad luck, things quickly snowballed and the car transformed into the beast you see here. The customer originally came to see the guys at the Scoobyclinic earlier this year with his fresh-faced 2015 WRX STI as a mildly modified car.

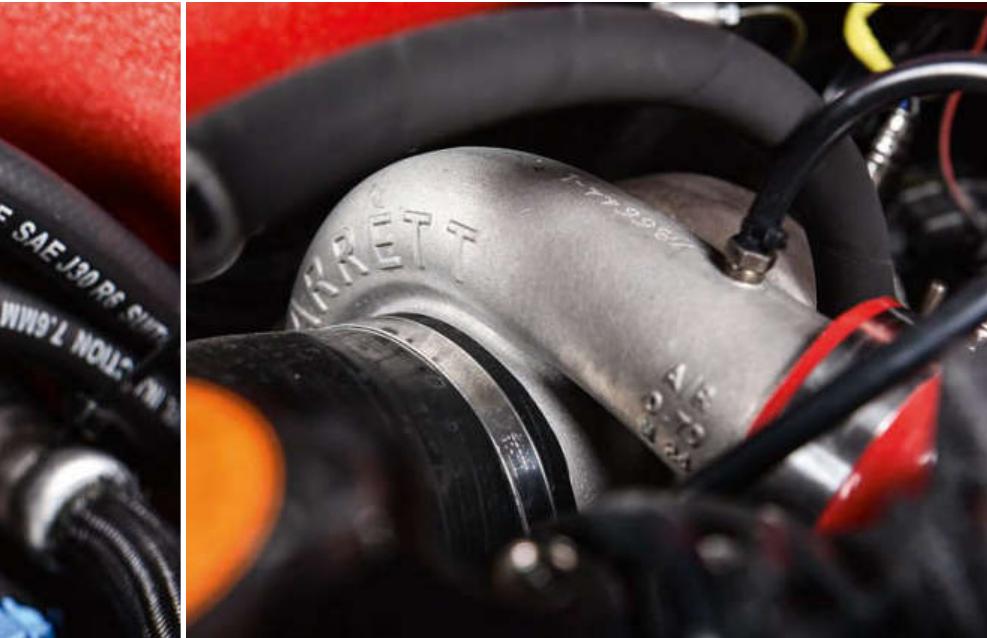


**“At 500+bhp it’s more than enough...
and with special features such as
rolling launch this is a serious car”**



| VA Subaru WRX STI |





Performance: Proven 511.5bhp

Engine: EJ22 2.2-litre block stroked to 2.33-litre, Mahle low compression pistons, Carillo steel con rods, Spec C heads, Supertec valvetrain, ARP head studs, Garrett billet GT35 turbo, Injector Dynamics 1000cc injectors, Milltek 3" stainless steel exhaust system with quad-exit tailpipes, Perrin Performance intake pipes and oil breather, Syvecs S6+ ECU linked through CAN bus, uprated Bosch fuel pump

Transmission: Standard six-speed gearbox, Exedy twin-plate clutch

Chassis: Standard springs and dampers, Scoobyclinic SCR six-pot caliper big brake kit, standard Enkei alloy wheels

Exterior: Original WRX STI

Interior: Original WRX STI with all electrical systems working as usual!

"The back seats were covered in sand due to 360° doughnuts on the beach! But that's what it's all about: fun"

"The owner wanted more power," tells Kev, from the Subaru specialist. "It had been mapped and was fitted with a cat-back 2.5" stainless system, found later to be very restrictive and was replaced with a Milltek 3" quad-exit stainless system. We ran it on our dyno and it was just over 300bhp and running lean. So we did a remap, corrected the fuelling and got the car up to 340bhp."

Thankfully, the guys have first-hand experience with these newer Subarus, having already run one of the first to arrive in the UK as a development car for some time. Because of that, they knew that the turbochargers ran out of puff around the 340bhp mark, so to go any further, bigger steps would need to be taken. These steps were pushed forward when disaster struck for the car as a piston

failed some weeks later down the line. "The car blew out a piston land, not uncommon on the 2.5 engines due to the hypereutectic pistons used by Subaru," explains Kev. "Chances are the writing was on the wall when the car first came to us."

Subsequently, the engine was removed from the car and stripped down to see what was what so the options could be weighed up. It was at this key point that the plan evolved from simply repairing the damaged EJ25 to replacing it altogether. And it just so happened that the Scoobyclinic guys had the perfect replacement engine ready and waiting in stock. Based upon an EJ22, the closed-deck block had already been stroked to 2.33 litres and was fitted with aftermarket forged pistons and steel rods. A pair of Spec C

heads, compete with uprated Supertec valve train, had also been installed using stronger ARP head studs. It was ideal for the job and proved to be good timing, too. "We had built the engine for another job which was on hold, so it was ready to go and sat on the shelf, bubble wrapped," Kev tells us.

A deal was promptly struck for the new engine to form the ideal basis for a big power build that would be more reliable and capable. To make the most of the all-singing and all-dancing engine, a billet GT35 turbo was added to the mix, along with an uprated fuel system to cope.

But building up a new engine package was only half the story. The real complications arose when it came to installing the new powerplant, or to be more precise, getting the



VA Subaru WRX STI

electronics to marry up, as Kev explains: "The biggest challenge by far was the electronics. Clearly this setup needed a serious ECU and they don't come more serious than a Syvecs. The new S6+ was used as it runs the fly-by-wire and CAN bus systems now used on the later Subaru vehicles, but the challenge was to make all the original equipment work."

That didn't just mean the basics either, as the guys wanted the installation to appear factory in both fit and feel. So things like the centre display panel, showing fuel economy, boost pressure and wheel rotation had to be persuaded to work in unison with the new Syvecs ECU. Then there were the more complex systems, such as the switchable centre differential and cruise control, as well as other driver and safety functions.

Of course, this proved to be a tricky task to say the least, even for Pat, Scoobyclinic's resident expert mapper. But ready to take on the challenge, reinforcements were called in to help in the form of Ryan Griffiths from Syvecs HQ. The guys then got busy designing a bespoke wiring loom to allow the new ECU to work with the car's vital systems, before moving on to the hardest part.

"Ryan and Pat investigated the new CAN bus system used on these cars using our 2015 WRX demo car as guinea pig, kindly loaned to us by its new owner, Graham Hall," says Kev. "The pair then sat in the car for over ten hours with two laptops and many verbal exchanges in Klingon! It was amazing to see these two together reverse engineering the CAN bus system."

Following a full day on the laptops and talking in tongues, the next morning, freshly developed data by the pair was uploaded onto the Syvecs ECU and the car powered up the first time. Once oil pressure had risen and the new fuel pump primed, it was time to hit the start button – and it started straight away. A few bugs were then ironed out but several hours of reprogramming and head scratching later, all was well and it was time to run the engine in and map it. That's when everything really came together as the car recorded numerous pleasing 500+bhp runs.

Although the plans were to always keep the car looking, and driving, like a standard car, items such as the clutch have been uprated to cope with the added strain of the powermad engine. The brakes have also been

upgraded to Scoobyclinic's own six-pot caliper kit, which helps keep things in check on the road. But suspension-wise, it's all been left just as Subaru intended, but Kev reports that the car has no problems in coping with the extra power or putting it down. "The chassis set up on the 2015 saloons is stunning and 40 per cent stiffer than its predecessors," he tells. The car is used strictly as a fast road toy, although it does apparently visit the seaside every now and again. "The last time it came in for a few more Syvecs tweaks the back seats were covered in sand due to 360 degree doughnuts on the beach! But, hey, that's what it's all about: fun."

Fun it certainly is, but what's next in store for the car? "The engine is as good as it gets with a closed deck 2.2-litre block and forged internals," explains Kev. "Yes it could do more but at 500+bhp it's more than enough for any road car and with special Syvecs features such as 'rolling launch' this is a serious car."

We don't doubt that in the slightest, and anyone that might have considered a WRX to be a little soft around the edges should probably bear in mind it doesn't take a whole lot to create a monster... *



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Comments? Contact us at
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Now Simon's editor of *Banzai*,
he needs some J-tin but what
should he get?

Just like everybody else, I like buying a new car. Or rather, I like looking for one. As soon as I discovered I'd nailed the editor role for *Banzai*, I did what any car person would do and sold all my other cars to make way for a new one. I knew I would be buying a Japanese project car but I found myself going in circles when deciding what to buy. I've changed my mind multiple times, scanned virtually every inch of the internet and annoyed the insurance companies with constant quotes for several cars. So, let me

bring you up to speed over where I am so far.

First of all, let's start with the stipulations I had. I wanted a rear-wheel drive car. I've had modified front-, four- and rear-wheel drive cars in my time and prefer the latter... at least right now. My last project car was a highly modified Ford Cortina that I transformed over several years, so the plan is to modify the next car, perhaps not in the quite the same way, though...

My initial plan was to buy a Honda S2000 and then supercharge it. After all, I am a lover of boost. But I was soon lured to looking at a Nissan 350Z, which seems like a bargain buy in the bang-for-buck stakes at the moment. However, after spending some time staring at one whilst stuck in traffic on my daily 70-mile commute, I decided the styling just doesn't do it for me. A project car should be something that sets your world alight every time you see it, let alone drive it, and sadly the 350Z doesn't quite do it for me. This is a car I will be using once in a while for fun rather than everyday so it

should be something a little less sensible.

With that in mind, I started thinking about which cars I've always wanted to own and never have done. There have been plenty, but I've always loved RX-7s, particularly the FB and FD versions. So I began looking at those and was fairly set on the idea, as I don't mind getting my hands dirty, which I understand goes hand in hand with an RX-7! But then someone pointed out I should take a look at an R32 Skyline GT-R. I had initially dismissed it because it didn't meet the strict rear-wheel drive criteria but I'd actually forgotten how much I loved the shape when I first saw one in a car magazine back in the early 1990s; and now, looking at them I find myself drawn to them more than ever.

So, with that in mind, as I write this I've arranged to see a car local to me tomorrow morning. I've never driven a Skyline before, so I'll see how I get on with it, but if all goes well, I hope to update this next month with some good news! If I don't get on with it, then expect the search to continue *



Honda S2000



FB RX-7



Simon's last project car was this turbocharged Mk2 Cortina, which will be sorely missed! He doesn't plan on going quite as crazy next time round though...

OUR CARS



PAUL COWLAND SUBARU BRZ

Comments? Contact me at banzai@unity-media.com

This month Cowland decides to transform the BRZ into more of a track day warrior by adding some stiffness...

What should you do when you own one of the world's greatest handling, affordable sports cars? Yep, you got it... try and make it handle even better! After my recent track outing at Cadwell Park, my mission this month was to try and take the BRZ's chassis even further to create the ultimate track weapon.

With a lot of trick parts already on the car, it made a great deal of sense to me to try and get everything working as well as it could by getting as much rigidity into the shell as possible, allowing geometry changes to be reduced as the car twists microscopically under torsional load in the turns. The BRZ is already one of the stiffest shells out there and is much more rigid than the MX-5 to which it is so often compared as a NA RWD go-kart. That said, I thought it might be possible to make it even stiffer, giving the already impressive front end a little more bite.

You may have noticed a few mentions of Ultra Racing recently in the media, due to the company really starting to push its wares here in the UK. Formed using a unique tubular steel construction, Ultra Racing bars are far more rigid and effective than many 'flexible' or multi-piece designs, meaning that they are far more capable of reducing unwanted flex in the chassis of any

recipient car under hard cornering or when driving quickly.

Improving the torsional rigidity of these cars doesn't just enhance the handling – it gives a real sense of confidence, too, with the car feeling far more precise. The steering response is quicker and more responsive as well. All Ultra Racing bars have been carefully designed on custom jigs, and feature crash deformation characteristics that work in harmony with each individual car's carefully designed crumple zones.

Better still, they are really sensibly priced, too, meaning that you haven't got to save up too much modding budget before you can begin bolting them up!

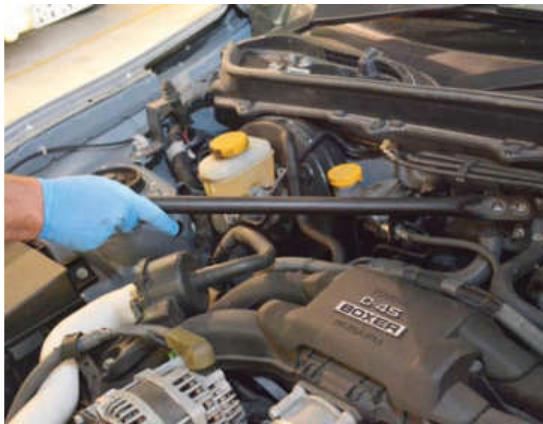
The Ultra Racing braces use the shortest and most direct bracing route possible to ensure maximum rigidity. This is supported by the fact that the bolting flanges are a substantial 4mm thick – significantly more than many other aftermarket offerings. Thanks to precision jigging at the factory, they are also a doddle to bolt up, too – a



Thanks and contact:

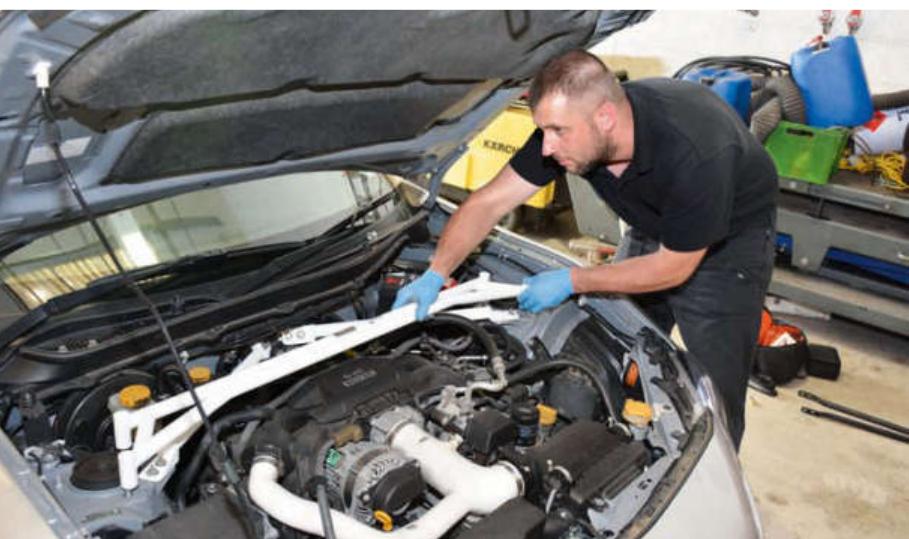
www.ultraracinguk.co.uk
www.subaru.co.uk

The BRZ certainly feels better on the road, it just depends how much better it is on track now...



Left: Braces were an easy fit and only took Paul a few cups of tea whilst Adam worked away!

Right: The new braces also add a bit of much needed colour (and perhaps cleanliness!) into the BRZ's engine bay. They certainly brighten things up when you open the bonnet now



task undertaken here by my long suffering mate and TV sidekick Adam Hornby who kindly agreed to fit them up while I drank him out of teabags!

The Ultra Racing range for the BRZ is pretty big, as you might imagine, but I thought I would start with the factory bulkhead to strut upgrade bars – and the more traditional tower-to-tower affair. Both fit literally in minutes without any hassle and look superb. Although the BRZ does have some bracing as an OE fitment, the new

Ultra Racing bars are much thicker and stiffer than the thin factory pressed tube jobbies, so it was easy to work out where the gains would be.

Adam carefully tightened each bolt before he did a final check over in the engine bay. He is the thorough type, bless him! Once he was happy with everything, I took the Subaru for a quick blat to see how it felt. I wasn't sure how much I would feel at low speeds, but even after a couple of miles it was apparent that there is a slight

incremental 'crispness' to the whole steering feel that sits above the already high benchmark of the factory setup. The front end feels a little more communicative under hard cornering loads now and there's a definite 'hooked-up' feedback that can be experienced through the control surfaces in the cockpit.

Add to that, these new parts look great under the bonnet and also match the white Samco hoses too! I would put that one down as a win/win then! Until next time! *

Before



After



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JAMES RUDECKI/ SPOON SPORTS EU ZF1 HONDA CR-Z

Comments? Contact me at
info@spoonsportseurope.net

James is creating a CR-Z hybrid race car to compete in the CARTEK RoadSports Endurance Series with the help of Spoon Sports EU

A lot has happened since our last update. Our race one blues didn't dampen our spirits and fuelled us to improve ready for the next practice session and race two at Silverstone. We cracked on to get the front anti-roll bar changed over for the larger diameter Spoon part, accompanied by our self-made FIBA adjustable drop links. We then tidied up the parts that were a little hurriedly reassembled for race one and put the car on a diet, starting with the removal of the air-con pump



and the ABS unit and anything else non-essential that we could pry off or unbolt!

The practice at Castle Combe was positive showing significant potential and an improvement in handling since the last race. Struggling with excessive understeer, we decided to remove the rear Mugen wing and found an extra three seconds with the now-more lively rear end. The car ran great and easily managed a simulated race distance with no issues at all and an astonishingly good fuel burn rate. A successful day at last!

Race two at Silverstone was a huge learning curve and although we came in near the back of the pack, we managed to win our individual battle with a Fiesta and MX-5. The handling and brakes were far superior to many of the other cars, including some Class A vehicles that were a little surprised to say the least, but we were desperately struggling with power on the long straights. Great efforts from the Burn! Motorsport/Spoon Sports EU guys allowed the day to go without a hitch and off we went with smile on our faces and a good list of areas for further development.

With my wedding and honeymoon in between then and the next race, development slowed up a little; however we managed to continue with the diet and stripped-out the bonnet, removed the front and rear crash beams and ditched the starter motor (it's only a backup on the CR-Z as the electric motor starts the car using the IMA system). Next we made our FIBA race exhaust system to mate to the Spoon N1, so she could finally breathe properly and sound like a race car! We also fitted some Spoon rear Rigid Collars and changed over the rear OEM discs and Spoon pads to a more aggressive Dixcel pad with a Dixcel rotor. 17.5kg down and a few horsepower up, on to race three...

Race three at Cadwell Park proved an



interesting experience. Being unfamiliar with the track and having no experience with the setup we struggled through practice and then the rain began...

It was tough, with a saturated track drying out throughout the 45 minutes. Once I had gotten to grips with the setup of the car I had the same issue as before in that I could out-brake and out-handle the majority of the competition but on the straights I was going backwards. A long trip and valuable experience gained. We were a lot closer time-wise to the competition compared to the previous race. It seemed we were heading in the right direction, then, but with plenty of room to go! Big thanks to Bobby and the Burn! guys once again. Next on the list: more power and less weight.

Whilst at Cadwell Park we spotted a weighbridge and took advantage of it to gauge where we were, and were pleasantly surprised to see the car at 1060kg empty and 1122kg with me inside. A marked improvement from the factory 1211kg minus the driver. We've yet to dyno for power but estimate approximately 136-145bhp at the flywheel at present. Much has happened since then so make sure to check next month for some colourful additions *



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MOTORSPORT

MLR SPRINT SERIES – BLYTON PARK

Round five of the Pace Ward MLR Sprint Series saw competitors make their annual pilgrimage to Lincolnshire and the Blyton Park Motorsport Centre, where the return of Anthony Lidster and his familiar bright red Evo VI yet again topped the time sheets after recording the fastest time of the day and winning Class D. But it was in Class A where the competition was at its fiercest, when a pair of drivers recorded exactly the same time to a hundredth of a second! Jamie Hollett and Alex Bones were consequently both awarded third place, the result providing the series with its first ever dead heat.

Setting up the venue on Friday brought with it rolling clouds and rain, so it was to everyone's relief that Saturday dawned dry and bright and remained that way for the entirety of the practice and competitive runs. Lidster set about stamping his authority on

Class D from the off and had soon set the fastest overall practice time, while Paul Allin topped Class C, Keith Bryan Class B and Nick Greenwood Class A.

After a break, attention switched to the first competitive runs of the day. Lidster carried on where he'd left off by setting a series of impressive lap times that culminated in a 1.00.05 result on his fourth outing. This was enough to give him Fastest Time of the Day and overall Class D honours, but it also turned out to be his final run, with a power steering problem early on his next lap prematurely ending his day. Keith Bryan's decision to switch to slicks for the afternoon saw him bumped up to Class D, and he eventually ended the day in second with 1.04.65, but only after missing the first two sessions thanks to some last minute fine-tuning.

Class C saw Allin trade fastest lap times

with Jordan, before finally emerging on top thanks to a fastest time of 1.04.04, a slender 0.12 of a second quicker than his closest rival's best lap. Mike Laws then jumped into Jordan's Evo VII for a series of runs that ultimately saw him take third place in Class C with a 1.05.47.

Keith Bryan's decision to vacate Class B left room for Steve Peel to shine in his Evo VI, and wound up recording an impressive 1.05.86 on his fifth attempt, more than enough to secure first in class by the end of the day. Robert Jane and Rob Loftus completed the rest of the Class B podium, the former ahead with a personal best of 1.07.27 in his Evo X.

The MLR Sprint Series has witnessed some incredibly close battles between the production-specification cars in Class A over the last few rounds but Blyton Park took things to the next level. Gavin



VTEC CHALLENGE, BRANDS HATCH

Words: Jonathan Fletcher Pics: Jonathan Fletcher and Lindsey Fletcher

It was Marc Kemp who pulled out the quickest lap time in qualifying to take pole ahead of Rob Burkinshaw and Mark Bennett. Craig Smith had put his gremlins behind him, by setting the quickest time in Production class.

After bogging down off the line, Kemp lost out to Burkinshaw but swiftly recovered to regain the lead and go on to take the win with Burkinshaw second and Bennett in third after a race-long battle.

A spectacular gearbox failure stopped Production class front-runner Phil Wright from securing another class win whilst dicing with the K20-engined EK9 of Matt Walker. Production class honours therefore went the

Renshaw actually netted the fastest Class A time with 1.06.39, but slightly further down the order a mammoth scrap for second unfolded between Nick Greenwood (who was sharing his car with Renshaw), Jamie Hollett and Alex Bones, the trio separated by a handful of seconds.

Greenwood eventually grabbed second with a 1.07.47, while Hollett and Bones managed an historic MLR first when they recorded an identical 1.08.450.

Consequently, the organisers analysed the times further and finding that both drivers had stopped the clock at exactly the same time, they decided to award them both with third place.

Also worthy of note, and the fifth pairing to share a car for this event, was Raf Katowitz and Suzy Wallace. Driving an Evo X, they battled against each other throughout the day, finishing just 0.12

seconds apart, Katowitz eventually securing the slender advantage.

The next event in the Pace Ward MLR Sprint Series calendar will be held at the Lotus factory test track at Hethel, with round six taking place on Saturday 12 September.

Increasing the series' profile this year is the addition of live commentary and television coverage at every round. Broadcast on Motors TV, the programmes feature action from each of the season's seven rounds.

Round Five Class Winners

Class	Class Sponsor	Driver	Car	Time
A	SuperPro	Gavin Renshaw	Evo V	1.06.39
B	AP Tuning	Steve Peel	Evo VI	1.05.86
C	Ross Sport	Paul Allin	Evo V	1.04.04
D	HKS Europe	Anthony Lidster	Evo VI	1.00.05



way of Stu King in both races.

Burkinshaw led the opening lap of race two until Kemp managed to wrestle the position away from the Sheffield-based racer. Unfortunately, clutch failure was to sideline the DC5 Integra later on in the race.

Making a storming start from the back of the grid was Stewart Hutchinson, who had missed race one with an oil leak. With fantastic pace, Hutchinson was to finish in third place, with Bennett in second.

The Honda VTEC Challenge now heads to Mallory Park on the 26 September and the penultimate event of the season.

Contact: www.vteccchallenge.co.uk



MOTORSPORT

SHEDDEN BOUNCES BACK AT KNOCKHILL

After a fairly disastrous weekend overall for the Honda Yuasa BTCC team at Snetterton in August, Matt Neal and Gordon 'Flash' Shedden headed up to Scotland's Knockhill circuit with high hopes later on in the month to try and reclaim some ground. And they didn't disappoint! The gradient-heavy Dunfermline track is home turf for Flash, so the pressure was always going to be on for him to deliver to a home crowd.

After a fairly steady race one for the duo, Shedden started race two in second place. A surprise overtake of Mat Jackson early on

illustrated the abundance of agility and power present in the reliable new Civics and Shedden flew into the lead. He never looked back, much to the pleasure of the Scottish crowd.

Neal only managed an eighth place finish in race two, but more than made up for this in the third and final battle. Starting in P3 due to a reverse grid, he scuffled with the front-runners throughout, eventually resulting in arguably the best manoeuvre of the weekend, slingshotting past race-long leader Adam Morgan to secure the second well deserved Honda Yuasa victory of the day.

"It's been good to bounce back after Snetterton and it's definitely nice to score good points in all three races; I've won a race and Matt's won a race, so we are back in the hunt and we can go out fighting again in two weeks at Rockingham," Shedden said.

After Knockhill, Shedden and Neal stand in second and third with 238 and 227 points respectively, behind Jason Plato and his VW CC of the BMR RCIB Insurance team who is just 11 points ahead.

Contact: www.btcc.net



2015 MOTORSPORT CALENDAR

SEPTEMBER

18-20 **Formula One Singapore**
19 **Classic Time Attack Rockingham**
19 **WEC America**
19 **Time Attack Rockingham**
19-20 **Blancpain GT Series Germany**
19-20 **BDC Anglesey**
19-20 **Super GT Sugo**
20 **Super Lap Scotland Knockhill**
25-27 **WTCC China**
25-27 **Formula One Japan**
25-27 **ERC Cyprus**
26 **VTEC Challenge Mallory Park**
26-27 **BTCC Silverstone**
27 **Toyota Sprint Series Blyton Park**

OCTOBER

2-4 **Blancpain GT Series Italy**
3 **Nippon Challenge Oulton Park**
3-4 **Civic Cup Donington**
9-11 **ERC Greece**

9-11 **Formula One Russia**

10-11 **BTCC Brands Hatch GP**
11 **Jap Drag Series Santa Pod**
11 **WEC Japan**
17-18 **VTEC Challenge Donington**
23-25 **Formula One USA**
24-25 **D1 Odaiba**
24-25 **Blancpain GT Series Azerbaijan**
30-1 Nov **WTCC Thailand**
30-1 Nov **Formula One Mexico**
31-1 Nov **Super GT Autopolis**

NOVEMBER

1 **WEC China**
5-7 **ERC France**
7 **Toyota Sprint Series Cadwell Park**
13-15 **Formula One Brazil**
21 **WEC Bahrain**
20-22 **WTCC Qatar**
27-29 **Formula One Abu Dhabi**

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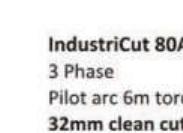


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STREET LIFE

BEN WARD HONDA S2000

Ben admits that his beloved S2K is so frequently updated that it's hard to capture a picture of it in its current form! With a brainstorm of plans written up at home, this is one seriously committed car tuner, and we can't wait to see where this takes him and his pride and joy...

The immaculate red roadster has already come a long way since Ben bought it as a standard example. A set of Japan Racing JR3 rims with a nice bit of width and a tasty offset now prop up his ride, with some Logic Racing coilovers taking care of the lows. The fact that the car has been given a brake overhaul and some polybushed components suggests that this is no show queen, though. The howling F20C is unleashed with a PLM manifold, which leads into a Tegiwa de-cat followed by a custom cat-back, single-exit exhaust system. Ben's also opted for a lightened flywheel and a Tegiwa torque damper. The smooth and suave theme executed on the exterior is complemented by a classy OMP leather steering wheel inside, along with a 6TWO1 weighted gear knob and Spoon Sports curved rear view mirror. Good work Ben.



Lee Cant (wipdesigns.com)



ADAM LAZAR MAZDA RX-8

Here's one example of an RX-8 which proves that the futuristic rotary-powered coupé can indeed still cut it with the classiest sports cars on sale today.

Opting for a later R3 model means Adam's car benefits from a subtly reworked exterior and one of the nicest Recaro-adorned interiors we've seen on a production car in recent times. These small tweaks transform the car from the earlier models, which Adam has added to with some very sensible modifications.

The 2009 car has received an Odula front splitter from

RHDJapan, along with a Mazdaspeed-style carbon fibre rear spoiler, an RE Amemiya rear roof spoiler and small smatterings of carbon fibre dotted here and there to really make the exterior pop.

Engine-wise, the rotary lump has proven reliable to Adam in standard trim, so is simply refreshed with a Pettit Racing cat-back exhaust system and a K&N panel air filter. Topped off with some upgraded brake components and Eibach springs, and we're left with a car which has a fantastic OEM+ feel to it, bringing the RX-8 up-to-date and a whole lot of fun to drive, we imagine!



SCOTT FOSTER NISSAN 350Z

"I've owned this car for two-and-a-half years and it's been nothing but a pleasure." This is how Scott introduced us to his gorgeous-looking Zed.

Since purchasing the car, he's added his own touches such as a Nismo V2-style front bumper and a Chargespeed rear bumper, along with some wide Rota Grid alloys in an awesome bronze hue which sets off the grey bodywork nicely.

To help the V6-powered brute perform as well as possible,

Scott's gone for some Eibach suspension enhancements along with Black Diamond grooved brake discs and Predator pads. This is complemented by an APEXi panel air filter and a host of carbon fibre upgrades under the bonnet.

However, Scott's favourite modification so far is the R35 GT-R exhaust system which has been custom fitted to his car. We've not seen this unusual but inspired conversion on a 350Z before but Scott assures us that it sounds superb!



CHRIS CUNNEW MAZDA MX-5

Starting as a fairly standard red roadster when he bought it, Chris has since transformed his drop-top into something of a sinister military machine thanks to a whole lot of hard work.

Now sporting a jet fighter-esque matte grey colour scheme, this look is added to with the help of the angular body modifications in the form of a Fast 5 wide-arch kit, Chargespeed wing vents and, of course, that massive Japspeed rear wing. In fact, we think this car

may have actually been an aeroplane in a previous life...

The neutral grey colour scheme has been set off with touches of yellow throughout the car, including the STR harnesses, the GCFabrications roll bar and the rather bright Rota Grid wheels. The car is currently powered by a 1.8-litre JDM import engine but Chris plans to add to this very soon with a G19 Engineering turbo conversion. We'll be looking out for the results!



STREET LIFE

BENJAMIN CONNOR SUBARU IMPREZA WRX STI

Our first impression of Benjamin's GC8 Impreza is that it looks absolutely immaculate. His Type R coupé is one of the most sought-after Imprezas around, so Benjamin's kept things sensible, opting to preserve and enhance rather than to modify the living daylights out of his Scooby. His modifying strategy, therefore, began with a strip-down and a quick rolling of the arches followed by a full respray. These mods on their own have certainly freshened things up!



Added to this solid base is a set of Revolution Millenium rally wheels in the obligatory gold colour to top off what is a beautifully OEM-looking exterior as a result.

Things are a little more comprehensive in the engine department, though, where Benjamin has gone for a FMIC, HKS induction kit and dump valve and Racebox exhaust system to bring out some more life in the blueprinted red-top flat-four motor.



FAHAD ALAM TOYOTA COROLLA

Fahad's 'Rolla, all the way from Malaysia, offers a reminder that often the most fun you can have in a car is when you take it totally back to basics.

His fully restored '84 KE70 GL Deluxe, therefore, still retains its humble 4K-U 1.3-litre lump with a single Weber 32/36 carburettor supplying the fantastically raw growl that we don't hear anywhere near enough of these days. A custom 4-2-1 manifold and basic straight-pipe exhaust system further enhance the basic but effective formula.

JIC Magic coilovers and bucket seats from an AE92 Corolla suggest that Fahad knows how to have fun in his flyweight RWD saloon, and the whole package is topped off with a set of 15" Watanabe replica alloys; perfection!



IAN NOLLER MAZDA MX-5

We thought that Chris' MX-5 (pg125) was going to be the maddest example we would be treated to in this month's Street Life, but Ian's entry here is putting up some fierce competition!

Starting as a bone-stock silver car, Ian wanted something a little more eye-catching for him and his wife to drive around in. This led to the car being Plasti-dipped in this camo green colour scheme, complete with the shark-teeth vinyl graphics which give it an awesome retro military feel!

But it's not all show, as underneath lies an immaculately well cared for drivetrain, highlighted with TA Technix coilovers, RRacer alloys and a Borla exhaust. We love it!





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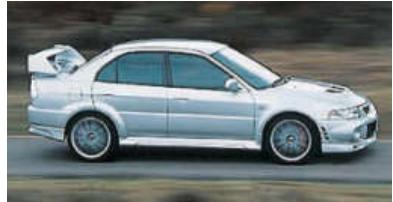
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CLUB SCENE



Team Falken UK was out in force ahead of its appearance at Trax (p35)



NISSAN EXPERIENCE UK, DONINGTON PARK

This summer, we received an invite which we found hard to ignore. But first, a little back-story... Back in 2013, Simon Fox, a Nissan employee in the parts and logistics division, decided that his colleagues needed more exposure to how special the cars that their brand created were. So he hired a section of Donington Park race circuit, invited some owners' clubs to bring their best cars down, along with a handful of drift cars, and this employee-exclusive charity event was born.

The praise the first show received didn't go unnoticed by Nissan, who gave Simon a budget to create an even bigger and better show for 2014. This time, friends and family of colleagues were also invited, to further spread the word of the Nissan brand. With this event dwarfing the original in size, we were expecting big things for 2015!

This year's instalment was still an invite-only affair, but as we arrived at the Derbyshire circuit, you'd have had trouble noticing, as

the grounds were buzzing with activity and people enjoying the wide range of Nissan-themed action that was already well underway.

Nissan was demonstrating its range of electric vehicles, alongside spin-off brand Infiniti who had brought along a Red Bull F1 car to go alongside its current range. In-all there were around 200 exhibitors, from car club displays through to drifting teams and even children's entertainment. Some familiar faces were present in the form of Garage D, Tarmac Sportz, Drift Street Imports, JDM Garage, Acorn Motorsport, GTROC, Knight Racer, Pulsar GTi-R Owners Club, 350Z-370Z Club and Cube Owners' Club. This meant there were some seriously decent modified Nissans to spot down in the vast club field.

In the designated Tarmac Lake drifting track, Team Falken UK was on hand with its fleet of fire-breathing BDC drift cars, performing drift demonstrations and passenger rides throughout the day. This was



contrasted with the Heritage Loop circuit opposite, with the likes of Midlands Performance, GTROC, MGT and Battalion30Five offering white-knuckle passenger rides in their GT-R adorned weapons.

Falken Tyre's UK director Matt Smith said: "We're delighted to support Nissan in its experiential event and to be able to offer its staff, dealers, family and friends a unique drifting experience while putting on a tyre-smoking show! Alongside our Nissan drift cars we have a Falken-liveried Nissan Juke and a selection of ride-on and remote control cars to keep all ages entertained."

TV's Ant Anstead, owner of Evanta Motor Company and renowned designer and restoration expert on Channel 4's *For the Love of Cars* made an appearance, even being roped in to act as a road cone for the drifters to circle around at one point which went down a storm.

Money raised on the day was this year donated to Leicestershire

Fire and Rescue Service, who is currently running a road safety campaign called 'The Fatal Four' which was demonstrated with its crash simulator at the show. The Nissan brand director commented: "The scale and quality of the event was truly impressive. The experiential driving opportunities were first class. As a first-time drifter with the guys from Falken Tyres, I was blown away by how exciting this was, with car control that was incredible."

Whether or not Nissan Experience UK eventually turns into a full-blown public show remains to be seen. An understandably extremely proud organiser Simon Fox said he'd love to see this happen one day, and he's probably not the only one. We've heard rumours of some great ideas for the future so watch this space...!

CONTACT: www.facebook.com/nissanexperienceuk

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CLUB SCENE

MIMMS HONDA DAY

Photos: Chris Presley

Back in April, we attended one of the biggest modified Honda events the UK has ever seen in the form of Mimms Track Day at Rockingham Motor Speedway. 'Mimms' is a franchise that has grown exponentially in recent years, starting off as a small meet for some like-minded Honda enthusiasts in South Mimms service station on the M25.

Things have moved on quite considerably since then, though, as Mimms Honda Day in August illustrated, again held at Rockingham and proving to be equally as successful as the previous instalment.

Our picks of the day included watching Hertfordshire-based tuner Dream Automotive's spanking new Civic Type R hooning around the circuit – one of the first new CTRs in the UK to already be mildly tuned which we'll certainly be keeping close tabs on, along with Khan's immaculate DC5 Integra which has had a respray in Phoenix yellow to make it one of the most loved cars of the day both on and off the track.

Mimms organiser Dav tells us that next year will be even more significant in the history of the franchise, with events such as Mimms Drag Day, Mimms Road Trip and of course a couple more Mimms Honda Days already taking shape.

CONTACT: www.mimmshondaday.com





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We can't believe it's almost been a year since we were last tearing it up in Telford for Ultimate Stance. Not that this is a bad thing, as this year's show can't come quick enough if you ask us!

Banzai will be there once again in full force, with some of our favourite stance cars of 2015 taking pride of place alongside some beasts from our sister magazines *Performance VW* and *Performance BMW*.

If you attended the 2014 event, you'll remember the monstrous main hall which Wheel Whores successfully filled with some of the most quirky builds in the UK, alongside its ever-successful 'Show 'n' Swap Meet' where visitors had the chance to pick up some ultra-rare rims for their rides. Well, thankfully it'll be much the same this year.

The indoor venue means there's no weather worries, making Ultimate Stance the big finale of the show season for many. We'll see you there...

CONTACT: www.ultimate-stance.co.uk



RETRO RIDES GATHERING

Photos: James Cass

Back in late August, thriving car blog Retro Rides hosted its annual hillclimb event at the Shelsley Walsh hillclimb course in Worcestershire, and what a day it was!

As one of the oldest motorsport venues in the country, the 1000-yard countryside venue provided a fitting backdrop to the vast assortment of vintage and old-school metal that never fails to make an appearance at Retro Rides events.

JDM fans weren't disappointed, either, as some of the freshest and rarest Japanese builds were brought down for the day. This one's well worth looking out for next year if you're into your old-skool Japanese metal!

CONTACT: www.retroridesgathering.com



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